

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: CANTON TO HONGKONG: HONGKONG TO CANTON: CANTON TO HONGKONG:

MONDAY, 10th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 11th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 12th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 13th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 14th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 15th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 16th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,25 Tons and "SUI-AN" 125 Tons.
Departures from Hongkong to Macao on week days at 1 A.M. and at 1 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.
On **SUNDAY, the 16TH OCTOBER, 1910.**

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING-LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

FARES

1st Class Return \$3, Single \$1.50. and 2nd Class Return \$1.00, Single 60 cts.
N.B. - The Company will also run a steamer from Macao on Sunday morning at 7.15 A.M.
and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer com-
municates with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at
5 p.m. \$4. Single Fare also \$4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from **MACAO to CANTON** on Monday, Wednesday and Friday, at 9 P.M.
Departures from **CANTON to MACAO** on Tuesday, Thursday and Saturday, at 9 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.
GANTON-WUHOW LINE.

S.S. "SAINAM," 538 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday at 4 o'clock, and the other leaves Wuchow for Canton on the same days at 8 o'clock.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMSHIP CO. LTD.

HONGKONG, CANTON & SHANGHAI STEAMSHIP CO., LTD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. 6

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,

Hongkong, 5th February, 1909. Manager. No. 5

ASTOR HOUSE

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(LATE CONNAUGHT HOTEL.)

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CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire
New Management. Large and Comfortable Rooms, Excellent Cuisine and
the supervision of an Experienced FRENCH CHEF, and separate Tables, Men and
LADIES. Well Lighted, Clean and Comfortable. Terms moderate. Free Cigar room.

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Manager.
Télégramme "A.S.T.H."

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"DEMUTON"



REMYNTO
TYPEWRITE

IT FEELS LIKE
It's not the cheapest when purchased, but it is

It has always been and is to-day the recognized leader among sewing machines.

CAUTION.—Beware of skillfully converted old Remingtons, which have got up to date packing, which are on the market just now. They are offered at low prices and have

new, but in reality quite worn out and useless.

Sole Agents for HONGKONG AND CANTON,
STERNBERG & CO,
(Incorporated in Hong Kong)

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NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

YOKOHAMA and KOBE "PRINZ WALDEMAR" About TUESDAY, 15th October, Capt. F. Iscke (T. 6,500)

NAPLES, GENOA, ALGIER, "PRINZ EITEL FRIEDRICH" WEDNESDAY, 19th Oct., Noon, Capt. F. Iscke (T. 16,000)

ANTWERP and BREMEN "PRINZ EITEL FRIEDRICH" WEDNESDAY, 19th Oct., Noon, Capt. F. Iscke (T. 16,000)

SHANGHAI, TIENTSIN, KOBE "PRINZ EITEL FRIEDRICH" About WEDNESDAY, 19th October, Capt. F. Iscke (T. 24,500)

KODAT and SANDAKAN "BORNEO" (T. 5,050) End of October, Capt. F. Iscke (T. 5,050)

MANILA, YAP, MARVUN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" SATURDAY, 5th Nov., Daylight, Capt. F. Iscke (T. 6,500)

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBURN & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th October, 1910.

Intimations.

OSMAN & CASUM,

1 & 8, D'AQUILA STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully routed

Hongkong, 6th September, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cash and Gollars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

SOLE AGENTS FOR

HARTMANN'S RAUEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAILER'S PATENT MOTOR LAUNDRY,

SOLE AGENTS for FERGUSON'S SPECIAL GREASE and F. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Wongkeng, 10th March, 1907.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It restores the system, builds up the system, and gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and penetrates to the minutest capillary, purifying and expelling disease, wherever and in whatever form it may be found; removing all blotches, pimples, scurf, eczema, and all other skin diseases, and restoring the complexion to its natural purity. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, scrofula, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhoea, or venereal taint, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 5/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS,

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....375 ft. Docking Length.....375 ft. Docking Length.....481 ft.

Width of Entrance... 80 " Width of Entrance... 50 " Width of Entrance... 63 "

Water on Blocks..... 28 " Water on Blocks... 26 " Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Debars, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.

FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of TYPEWRITERS, GRAMAPHONES, AND SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

61 DES VUEX ROAD.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net. In Bags of 250 lbs. net.

SHWAN TOMES & CO.

General Managers.

Hongkong, 10th September, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAI ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

17, D'AQUILA STREET, HONGKONG.

"In Hongkong, 2nd September, 1907."

To Let.

TO LET.

21, CONDUIT RD., OLIVIER GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONWAY STREET, 2nd Floor.

A HOUSE in WONG-NEI-CHEUNG ROAD, OFFICES in YORK BUILDING, No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

"THE HONGKONG LAND INVESTMENT & AGENCY CO., LD."

Franklin, 5th September, 1907.

TO LET.

IN No. 1, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SARSON & CO., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, 5, 5A, DUDDELL STREET.

Apply to—

"THE HONGKONG LAND INVESTMENT & AGENCY CO., LD."

Franklin, 5th September, 1907.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

35, QUEEN'S ROAD CENTRAL, 1ST FLOOR, Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN T. G.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILA STREET.

REASONABLE FEE.

Orbison, 1st Floor.

Hongkong, 10th September, 1907.

DETECTIVE DEVICES.

CURIOUS TRIALS BY ORDEAL IN INDIA.

EXTRAORDINARY STATEMENTS.

In the Calcutta Review for July, Mr. S. Chandra Mitra, M.A., B.L., writes on some Bharti modes of trial by ordeal. Margaret Cotter Morison, rejoining in Kashmir, had several of her belongings stolen. The police official, when informed, resorted to the ordeal by the 'espot', which she thus describes:—

Placing one of the scrolls in the spot of the teapot, the man now explained to me that if the paper held written on it the name of the thief the vessel would give a sign; and so amid the breathless suspense of the whole throng he proceeded to reel off rich sounding incantations. We watched with all our eyes while two papers passed through the ordeal. Then when it came to the third the teapot with a calm deliberation made a complete semi-revolution and almost fell from their hands. An exclamation of intense interest burst from the onlookers, the inspector put the paper to one side, remarking that was the thief; and the fourth was tried, with this one also the teapot swayed pointedly; at the fifth it remained immovable. Apparently two of my servants were thieves the policeman now told me; and their names were written on those papers. I appeared profoundly impressed, but to make the conviction more absolute I said I would like to shuffle the papers and see if the teapot would a second time give the same result; he consented and that sagacious light article jibbed at exactly the same two names as before.

THE BAMBOO ROD ORDEAL.

The writer quotes a European gentleman, who thus describes the detection of a thief who had stolen money from a grocer. The mullwallahs, three dark complexioned Hindus, arrived, with a brass pot and two long well-oiled bamboos. All the ryots and servants were assembled before them. The mullwallahs first dipped themselves in the river, then, wet as they were, stood on either side of the brass pot, on which they crossed the two bamboo rods. Then two men were picked out from the retainers to hold the bamboo rods or nule, one in each hand.

Then the leading Hindu commenced to repeat some Sanskrit verses. In about ten minutes he asked, Are you there? If so, stand up. To the horror of all, the two rods rose as if an unseen power was in the centre, lifting them, until they formed an arch, drawing the two Sikhs closer together. Then the bamboos lengthened out again, putting the Sikhs back with main force into their former positions. If you obey the power with me, move, was the order of the presiding mullwallah. Instantly the rods twisted and turned several times violently; then moved forward at a brisk rate, the Sikhs having to keep up at a trot. The nule, in the shape of an arch, passed over the heads of all the seated tenantry, then over the Sikhs and Afghans, without stopping; then, when at the end of the line of seated ryots, passed off towards the south, dragging the two Sikhs, who held the rods, at a smart pace. In five minutes we entered a small collection of huts. The nule stopped in front of the door of a house, and refused to move, although ordered by the mullwallah to do so. The call from the nule to come out remained unanswered, so the door was opened and a young Hindu found in a corner. The nule at once moved forward and caught him round the throat. This, explained the mullwallah, is the culprit. He stole the money.

The lad's father came forward and promised to make good the grocer's loss.

INFANT HANDWRITING.

WARNING TO TEACHERS AS TO SOME DANGERS.

The application of modern science to education is illustrated by an interesting paragraph which appears in the London County Council Gazette, as an instruction to headmistresses and teachers in the psychology of teaching infants how to write.

Two distinct processes are required for the act of learning by the sense of sight—the power of sight and the power of appreciation of the thing seen (says the instruction). Difficulties arise in both processes in young children. To see in the sense of perceiving clearly, it is necessary that the image on the retina of the eye should be large. This can be obtained either by using large objects or by allowing the child to bring the object close to the eye.

Instruction in writing in infants' departments often leads to two bad habits; holding the hand so that the eyes are near the work with back bent and the chest contracted, and holding the pen with the hand in a strained position and the forefinger bent at a very acute angle. These habits are eradicated with difficulty, if at all, in higher standards. To avoid these risks the form of letter should be learned from large objects, the letters being built up by stick laying or piecing together rows of beads, etc., in the desired forms. Then the letter may be written by each child on a black-board big, sweeping movements, and later with chalk on brown paper.

THE WEATHER.

On the 14th at 11.55 a.m.—The barometer has risen considerably over the Northern Loo-Choo, and fallen moderately to slightly over Japan and the Bonins.

The depression which is still situated to the Eastwards of the Loo-Choo, continues to move slowly towards N.E.

The high pressure area lying over the continent to the North of the Yangtze valley is weaker, and the barometer is falling along the China coast.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 10 a.m. 10-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh to moderate; sea 2.—Fuzhou Channel, same as No. 1. 3.—South coast of China between Hongkong and Loo-Choo, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METHEOLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the South-East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

5. A CONE point downwards indicates a Typhoon to the South-West of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the West of the Colony.

7. A BALL indicates a Typhoon to the North-West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being unpublished by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock Aberdeen.

Waglan San Ki Wan.

Stanley Sai Kang.

Cape Collinson She Tai Kok.

Tai Pa Tai Pa.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

F. G. FINE, Observer.

10th July, 1910.

Intimation.

Powell's

NEW
FABRICS.FOR
CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW

DISPLAYED

IN

THEIR

SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

THE "SIBERIA"

PARTICULARS OF THE COLLISION.

As previously reported, the P. M. steamer *Siberia* which left Kobe on Sunday night (3rd inst.) for Hongkong, was compelled to put back into port soon after starting owing to a collision which occurred off Suma between that vessel and a small Japanese steamer, at a quarter past twelve.

The *Japan Ch. Ono's*, in its Tuesday's issue, says: It seems that about midnight, about two miles after passing Wada Point, a red light was seen about ten degrees on the starboard bow. The *Siberia's* course was maintained until a green light became visible, and then again a red light. Thereupon the *Siberia's* course was altered slightly to starboard, the lights then showing red to red. Suddenly, the on-coming steamer's course was again changed, showing a green light, and she blew two blasts. At this juncture, to avoid a collision the *Siberia's* engines were reversed, and three blasts sounded, the other vessel still showing a green light.

On leaving port the *Siberia* had passed the *Tomashim-maru*, also outward-bound, and while this was occurring she was following the *Siberia* a short distance behind, on the starboard side. The Captain of the *Siberia*, seeing that a collision was inevitable, stopped the engines to lessen the force of the impact. The *Tomashim-maru* however, continued to come straight on, apparently without even endeavouring to turn aside, and struck the *Siberia* amidships, twelve feet before the engine-room bulkhead, opening one plate, its full width, and denting a plate above and below, besides buckling three deckbeams. Fortunately the damage was just above the water-line, and as an immediate inspection showed that no serious consequences were to be feared, and the *Tomashim-maru* appeared to be in no danger, the *Siberia* put back to port and anchored off Wada Point. The *Tomashim-maru* also put back to port, with eleven of her plates badly buckled. At the time of the accident Captain Bischof, in command of the *Siberia*, was on the bridge of the *Siberia* and with him were Captain Zinder, and the third and fourth officers.

In the opinion of the pilot, if the *Tomashim-maru* had ported when she saw the *Siberia* porting, the collision might easily have been avoided, as the *Tomashim-maru* had plenty of room from the *Siberia* (about one and a half miles), making the collision possible. The accident is attributed solely to the confusing manner in which the steamer ahead changed her course, from port to starboard, and vice versa, not giving any definite indications of the direction she desired to proceed until too late.

The damage to the *Siberia* was temporarily repaired yesterday, a new plate being inserted, and the two bent plates straightened out.

THE R. G. A.

PROMOTION OF OFFICERS.

THE POSITION WORSE.

Some time ago, the military correspondent of the *Globe*, called attention to the question of promotion in the commissioned ranks of the Royal Garrison Artillery. The matter has not been left there, for the same correspondent writes another very strong article to the same paper, in which, referring to the first ventilation of the subject, he remarks:—It was hoped that Mr. Haldane and his responsible advisers would have been able to see their way to an early consideration of what is admittedly a genuine grievance; a grievance that bears hardly on the officers of a branch of the service whose superior educational attainments and professional qualifications entitle them to every possible consideration; and one that is fraught with no little danger to the efficiency of the Army.

Despite the so-called "sympathetic" consideration given to the matter by Mr. Haldane, the writer says the position of R.G.A. officers has become worse, and he proceeds:—There are no officers in the British Army better educated in a general sense better equipped professionally, or more earnest and zealous in the performance of their duties than those of the Royal Garrison Artillery. There is no branch of the service in which a higher standard of entry maintains than in the Royal Regiment; and it might have been thought that the dictates of ordinary wisdom, let alone a sense of justice, would have prompted those responsible for the efficiency of the Army to have before this found some solution of a grievance which is common knowledge in the Army, and the standard topic of conversation in every Royal Garrison Artillery mess. The present state of affairs is more than sufficient to damp the ardour of the most enthusiastic. It is already having its effect on the junior officers of the Royal Garrison Artillery, a branch of the Army to which it is most desirable to attract the best educated of those who aspire to the King's commission. Its officers have too high an appreciation of discipline, and of the good name of the regiment, or they might have been tempted, ere this, to combine to bring outside pressure to bear, in the manner that has been so successful in the case of the medical and veterinary departments of the Army.

THE BLOCK IN PROMOTION.

It is no exaggeration to say that at the present moment there is an absolute block in promotion in the commissioned ranks of the Royal Garrison Artillery. It is not due to normal fluctuation, but to a variety of circumstances over which the officers of the corps themselves have had no sort of control. These causes include the large influx of officers due to the increase in the regiment brought about by the exigencies of the South African War, during which many fresh batteries and ammunition columns were raised. Other causes are the reduction of the Royal Garrison Artillery by five thousand men in four years; the abolition of the post of

adjutant in the old Royal Garrison Artillery Militia and Royal Garrison Artillery Volunteers, since disbanded or converted into Royal Field Artillery; the large promotion of captains extra-regimentally employed compared with the promotion in the higher ranks; the raising of the limit of age for the retirement of majors from forty-eight to fifty; and by appointments formerly held by captains being now filled by senior subalterns, thereby involving the former becoming supernumerary. It is unnecessary to dwell here on these various causes, or to ask whether their effect is of a temporary nature or not. It is sufficient that an unusual state of affairs exists, from which to use the words of Mr. Haldane, the officers have suffered a great deal of hardship. Is the right honourable gentleman content to merely allow nature to take its course?

A HOPELESS SITUATION.

There are now over two hundred lieutenants in the Royal Garrison Artillery with over ten years' service. Their only way for uniform was considerable, and their pay is that of the ordinary minor. In spite of Mr. Haldane's assertion that there is no reason to suppose that these two hundred young officers will continue subalterns all their lives, it is safe to say that until they are disposed of the block will remain. Assuming promotion were to commence forthwith, the most favourable normal flow could not result in more than the promotion of more than some ten to twenty annually. As a matter of fact, there has been no promotion since May, 1908, so that there is every probability of the majority of the present subalterns continuing in their present rank till they die. It is useless Mr. Haldane contending that the block is only temporary, and will soon pass away; there is no justification for the right honourable gentleman's admirably sanguine temperament. The block has only just begun, and cannot possibly pass away until removed by means which it is in his power alone to promote.

THE REMEDY.

Exceptional diseases demand exceptional remedies; add in our opinion the case of the Royal Garrison Artillery, calls for immediate consideration, with a view to the speedy amelioration of the present untenable state of affairs. It is the bounden duty of Mr. Haldane to do something to improve the position of these officers unless he wishes them to resign wholesale. Is the right honourable gentleman going to disavow the promises he has made? Is he going to take no steps to redeem the pledge given by the War Office to the officers of the Royal Garrison Artillery at the time of the separation of the regiments? It is due to these officers that the authorities should do something more than tell them they have suffered in the past, and that nature in the course of time will restore the question of the wrench of leaving their profession and the difficulty of obtaining employment in civil life, this stagnation of promotion means enforced celibacy for those who do not happen to possess private means, and puts a prohibition on the possibility of any of them ever attaining high command. There are several remedies, of which we suggest one—extend to the Royal Garrison Artillery the same privileges which have been conceded to the Indian Army and the Royal Engineers, and great automatic promotion or brevet to lieutenants, captains, and majors of a certain length of service. Something, however, requires to be done, and that without delay.

Intimations

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles 50.30

Dose 3.25

Case 50 Bottles 17.50

" 60 " 17.50

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned TO-MORROW, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents.
Hongkong, 14th October, 1910. [627]

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION,

on

THURSDAY,

the 20th day of October, 1910, at 12 o'clock Noon, at their Auction Rooms in Ice House Street,

THE VALUABLE LEASEHOLD PROPERTY,

in ONE LOT,

known as Nos. 2, 4, 6, 8, 10, 12, 14 and 13, Li Sing Street, Victoria, Hongkong.

The property consists of all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the Remaining Portion of Marine Lot Number Seventy-one and now known as Section 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, and has an area of 8,290 square feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, No. 1, Des Voeux Road Central, Hongkong, and also from the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong, 8th October, 1910. [647]

Intimations.

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley TO-MORROW, the 15th October, 1910, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Holders and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

At the conclusion of the racing the following prizes will be put up for auction.

"LAMA CHIEF,"
"JOCK SCOTT" (late Palm Tree).
"RUFUS."
"HINTON."

REGINALD F. C. MASTER, Hon. Sec. and Treasurer.
Hongkong, 14th October, 1910. [652]

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

A.E. Sir HENRY MAY, K.C.M.G.
H.E. Major-General BROADWOOD, C.B.
Commander EYRES, R.N.

AN ENTERTAINMENT

will be given at the CITY HALL, TO-MORROW, OCTOBER 15TH, and MONDAY, OCTOBER 17TH.

Ents may be booked at The Robinson Piano Company on and after Monday, October 3rd. Hongkong, 14th October, 1910. [654]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1908. [67]

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th Oct., 1910, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef steaks and prime cut—Mei Lung Pa B.

Comed—Ham Ngau Yuk

Roast—Shin

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Shin—Ngau Lam

Sausages—Ngau Yuk Chating

Ballocks' Brains—Kao

Tongue fresh—Ngau Li

Comed—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sam

Hump, Salt—Ngau Kin

Feet—Ngau Keok

Kidneys—Ngau Yiu

Tail—Ngau Mel

Liver—Ngau On

Tripes (dressed)—Ngau To

Calves' Head and Feet—Ngau Chai

Mutton Chop—Yang Pal Kwai

Leg—Yang Pal

Shoulder—Yang Shau

Pigs' Chikilings—Chi cheong

Brains—Chi Kow

Feet—Chi Keok

Fry—Chi Chak

Head—Chi Tau

Heart—Chi Sam

Kidneys—Chi Yiu

Liver—Chi Kon

Pork Chop—Chi Pal Kwai

Comed—Ham Chu Yuk

Leg—Chu Pal

Fat or Lard—Chu Yau

Sheep's Head and Feet—Yang Tau

Kao

Heart—Yang Sam

Kidneys—Yang Yiu

Liver—Yang On

Sacking Figs, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

Mutton—Sang Yang Yau

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Shi Kai

Ducks—Ap

Doves—Fan Kai

Eggs, Hen—Kai Tai

Fowls, Canton—Kai

Haloan—Hoi Nam Kai

Geese—Nai

Geese, Wild Shanghai—Sheng Hoi Ye

Nge

Musk Deer—Wong Keng

Hare—Ta Chai

Partridge—Che Khoo

Pheasant—Shai Kai

Pigeons, Canton—Pak Kuo

Hallow—Hallow Pak Kuo

Quail—On Chai

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkey, Cock—Fo Kai Kung

Hao

Wild Ducks, Shanghai, Set-ap

Teal, Shanghai, Set-ap

Wild Ducks Canton—Sang Shing Sai

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Bin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mon Yu

Crabs—Hoi

Cuttle Fish—Mok Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui Yu

Kale, Omgot—Hoi Man Yu

Fresh water—Tam Sai Yu

Yellow—Wong Si

Frog—Tien Kai

Garoupa—Sek Pau

Gudgeon—Pak Kuo Yu

Hemlock—Tui Pak

Hillbait—Cheong Kwai Yu

Labrus—Wong Fa Yu

Loach—Wo Yu

Lobster—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chai Yu

Oysters—Sang Hoi

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Pau Pong

Plaice—Pak Yu

Pomfret, Black—Hoi Ching

Pomfret, White—Pak Ching

Prawns—Ming Ha

Ray—Pal Fa

Rock Fish—Sek Kai Kung

Rock Fish—Sek Kai Kung

Seahorse—Hoi

Shrimp—Hoi

Snakehead—Hoi

Sole—Hoi

Squid—Hoi

Tilapia—Hoi

Tuna—Hoi

Wahoo—Hoi

Yellowtail—Hoi

Zander—Hoi

Cattle.

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tat Sa Yu

Teach—Wan Yu

Turbot—Oho How Yu

Turtles, small, fresh water—Kook Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yau

Apple, (California)—Kau San Ping

" (Chafoo)—Tin Chai Ping

" (Chafoo)—Tin Chai Ping

" (Chafoo)—Tin Chai Ping

Bananas, fragrant, Canton—Sang Sheng

" (bridges), Macao—Sang Hing Chai

Chestnuts, Chinese—Fong Yau

Carambols—Yang Tau

Coconuts—Yeh Tai

Grapes—Tin Tai Tai

Lemons, China—Ning Moong

" Amer.—Kau San Ning Moong

Limes, Small Stone—Lai Chi On

" Fresh, Lai Chi On

Limes, (Sargon)—Sal Kung Ning

Mango, Manila—Lai Sung Moong

Mango, Sargon—Sal Kung Moong

Mangosteens, San Chik Tai per doz.

Oranges, Tin Chai

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINS and SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

MARRIAGE.

On October 8, 1910, at Shanghai, Charles Frederick Livsey, second son of John Livsey, late of H. M. Service, Hongkong, to Lucy Yung Beck, adopted daughter of Frederick George Beck, F. M. Customs, Chungking.

On October 8, 1910, at Shanghai, Charles Frederick Livsey, second son of John Livsey, late of H. M. Service, Hongkong, to Lucy Yung Beck, adopted daughter of Frederick George Beck, F. M. Customs, Chungking.

HONGKONG, FRIDAY, OCTOBER 14, 1910.

MASTER AND SERVANT.

Not the servant that worketh faithfully, but the hired man that giveth his life. Let a wise servant be dear to thee as thy own soul, defend him not of liberty, nor leave him needy. These words were written by one Jesus, the son of Sirach, and the curious, or the wise, will find them in a book called Ecclesiasticus. The great Christian teachers have also laid down very clearly the civilized ideal of the relation which ought to exist between employer and employed. For instance, "Masters, do to your servants that which is just and equal. Servants, be obedient to them that are your masters, as to the Lord, as if to the Lord. Obey the Lord, for he is the Lord of the Colonies; the Sovereign on his throne is the servant of the State. Thus we see that service is in some degree enjoined on all, and that there is in itself nothing to be ashamed of in it. On the contrary, there are many who believe that the state of complete subordination is far more desirable, and conduces far more to man's happiness, than that of the duty to command. This idea is not contrary to the unquestionable fact that all men are essentially equal in origin and destiny. But to quote a high authority, "Human society is composed of unequal elements, just as the members of the human body are unequal: to make them all equal is impossible, and would be the destruction of society itself." We think we remember also some words from an even greater authority; "the body is one and hath many members; and all the members of the body, whereas they are

many, yet a one body . . . those that seem to be the more feeble members of the body are more necessary." This reference to the Gospels, which is also the ancient Mosaic idea of service, is necessary, for we are of opinion that it is a great pity that it has more or less died out among certain people, but that it must be restored if society is to retain its health. When we hear a blatant statement braying such nonsense as that under a republic men cease to be subjects and become fellow citizens (as if under any form of government they were not equally subject to the laws, and as if men were not fellow-citizens in the true sense in London just as much as in, say New York) it becomes necessary to emphasize and clearly to explain the meaning of that idea which we reject to say is still to be found in England from the King down, and which must be held by everyone who has any understanding of the Christianity which most Western nations profess. It is unfortunate that the profession has become in many cases so farcical that men have come to confuse service with slavery, a state which really does deserve that name. Our Princes of Wales have always had reason to be proud of their motto, "Ich dien," which means "I serve." Our late, and always to be mourned for, Sovereign, King Edward, had for years prior to his accession acted in the spirit of his motto as Prince of Wales. He served, and served well, and those who served with him on certain committees, for instance, those which the late Montague Williams helped to organize for the abolition of the slum and the erection of clean and healthy dwellings for the poor, are still to have found him an indefatigable worker, and very true to his motto. Between employer and employed a bond is established which should unite their interests. The employer cannot but recognize that he and his employee are essentially, before the Deity, equal, and that indeed the servant who is under him, may, by the constant practice of virtue and observation of duty, far excel him in those merits which make a man most worthy of respect. This consideration will enable an employer to treat his servant with that justice, charity, and respect which are every man's due, whatever his station in life. The above quoted authority laid down that "the obligations of justice for capitalists and masters are as follows: to pay a just wage to workmen; not to injure their lawful savings by violence, fraud, or by open or hidden usury; to allow them freely to fulfil their religious duties; not to expose them to corrupting influences, nor to the danger of scandal; not to enslave them from a love of their family, and from selfish thirst; not to impose on them work unsuited to their strength, age and sex." The obligations of the poor and of the workmen are: to perform wholly and faithfully the work which has been freely and equitably agreed upon; not to injure masters in their property or person; to abstain from acts of violence, even in the defence of their own rights, and never to turn their demands into disturbances. We venture to think that these injunctions are so comprehensive that they apply with equal force to the General Commanding the Garrison and the ordinary private soldier, to the tank manager and an engine driver at the Taku Dock as well as to the coolie who sweeps out the office. In our leading article recently we referred with regret to the apparent abandonment of a scheme whereby Japanese servant girls might be employed by the families here. We read in a Japanese contemporary that even in that country there is a difficulty in obtaining good maid-servants. The observation of the precepts quoted above may be enjoined on domestic servants and their employers, and we are quite sure that a sincere Confucianist or Buddhist, or follower of the Shinto, would endorse every word of them, as indeed would the chief Rabbi in London, the Sheikh-ul-Islam, as well as the Bishop of Victoria, the Archbishop of Canterbury, or Pope Pius X, or any other authority on good morals. It would appear that the scarcity of Japanese servant girls is largely caused by the general failure on both sides, employer and employed, to adhere to the old moral ideas of Japan which do not materially differ from the pronouncement of Pius X. We think that too many of us are apt to look on our Chinese servants as simply animals, beasts of burden, without minds to appreciate anything higher than money, or hearts to feel love or gratitude towards anybody, or souls to be anything but lost. This is a fundamental error. Chinese "boys" are not usually very intellectual, but many of them read a good deal, and not only trashy stories and fairytales, but quite useful and serious books. Many boys are grateful and even affectionate in character, and we could cite many instances of really touching fidelity to their employers. During the Boxer troubles a certain British Consul who had kept the same boy for a great number of years, noticed that a huge bell was suspended by a wire arrangement over the head of his bed. Enquiry elicited the fact that the boy had reason to fear that the Boxer movement might express itself in that point, and he had placed the bell there so that in case of sudden attack by night his master might be warned in

time. Nothing would induce him to remove that bell until all danger of an enemy had passed away. We have known a Chinese servant risk his life for his European master. It is idle, therefore, to brand them as heartless and soulless. The attitude of too many of us, especially ladies, and most especially childless ladies, closely resembles that of the mistress in the old story: Mistress: "Have you loved Fido his soup?" Servant: "Yes Mum". Mistress: "And his omelette?" "Yes Mum". "And his colic?" "Yes Mum". And his jelly?" "Yes Mum". Mistress: "Then you may have some bread and cheese and go to bed." This is what we may call the inhuman attitude. A fine instance of it occurred just before the French Revolution, when a lady went to call on a certain Marquise in the course of the morning. She was shown upstairs to her hostess's bedroom where to her horror she found the marquise engaged in her toilette, while a huge lacquered mirror reflected her face. "My dear!" she cried, "do you bathe before a mirror?" "Oh," was the careless and heartless answer, "do you call that a mirror?" Now, though our ladies are not as shockingly inhuman as that marquise, too many of them are more or less of her kind, and keep her attitude. For they do allow the boys to walk in and out of their rooms at times when they would rather die than permit a European man servant to do the same. This is not right. We also think that there are excellent opportunities of getting very good maid-servants here in Hongkong which are utterly thrown away. Among the orphan girls and others who are poor, there must be some who have been admirably taught by the Sisters, and would willingly take service as nurse or "mother's help," as well as performing many of the duties of a lady's maid. Of course such girls would have to be treated with a great deal more consideration than the scanty kindness or even civility that some women think are quite good enough for the amah. A short conversation with the Sister Superior at the Italian Convent would be very useful in teaching some ladies their duty with regard to their nurses or other maid-servants. There are not a few who judge a governess an hour in the day for herself, for exercise, etc. A mistress has a duty to a girl in such a position, and we cannot see anything very difficult or out of the way in allowing a girl to have a little rest every day. Even a dog gets that much. As for the cry "Oh I can't be bothered with these convent girls, a Chinese amah does much better," we emphatically protest that a Chinese amah rarely, very rarely, does anything like as well and too frequently does ill. For the ladies who say this are generally those who leave most of their maternal duties to the care of the nurse or amah. Among the Chinese the nurse has usually been brought up from childhood in the family, and is a most devoted and reliable servant. The class of amahs we poor Europeans get are infinitely inferior. And it must not be forgotten that true education begins in the nursery, and the value of a good and nicely brought up girl to look after little children cannot be exaggerated. On both sides, we think, there are certain lessons which must be learnt. A nurse must not be too proud to do "amah pidgin," or for the stance to let her mistress do her hair, or perform other such services. She should apply her intelligence to all she does, like the painter who, when asked what he mixed his paints with, answered: "With brain, Sir." She should remember the teaching of the school or Mission where she was brought up or trained, and strictly adhere to it in her new field of activity. She should not take the kindness and consideration of her mistress as a matter of course, or when ungrateful for them especially when as will occasionally happen they have cost the mistress much trouble. We hope that if the Government takes the matter up, the registration of Chinese servants will receive the fullest public support. The payment of a small fee by employers ought to do away with the usual objection made by Government to any new scheme, viz., that it costs too much. And those who think as we do about the relations between master and servant will agree with us that though we cannot hope to alter economic conditions, we can try to restore old moral ideals as far as possible.

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LOCAL AND GENERAL.

SNOW is reported at Aigon on October 9. Five entries for the Second Division Football Association closes to-morrow.

We have no room in to-day's issue for "The Triangle's" apology. It will appear to-morrow. Two Chinese women were fined \$500 or three months' hard labour each for being in illicit possession of opium.

An explosion has occurred at the Paotingfu Arsenal. Seventeen of the personnel of the works and several others were killed and many injured.

A NATIVE was awarded three months' hard labour and four hours' stocks at the Magistracy this morning for larceny as follows: \$500, the property of a shop-keeper.

We are informed that Mr. P. Schmidt, electrical engineer, has left the service of Messrs. Bagnall and B. H. H. and joins a local engineering establishment in a similar capacity.

THE DEVELOPMENT OF TONKIN.

MOTORS BUILDING IN HONGKONG.

Many forces have contributed to delay the proper exploitation of Tonkin, that wonderfully rich country for which our friends the French have made such great sacrifices. Constant guerrilla warfare does not conduce to a country's prosperity. Now, however, that peaceful penetration into the interior is gradually taking place, and that piracy is being put down with a strong hand, foreign and especially British capital is being attracted to a country where we prophesy that there will before very long be a "boom." There are mines up-country of enormous value. One copper mine alone is calculated by experts to be one of the richest in the world. The great difficulty with all these mines is transport. There are no roads, and the rivers are heartbreaking. For instance the Luk-min was, until recently, one of the most useless and disgusting on earth from a navigator's point of view. It has now been surveyed by Captain Grotte von Tex, who besides most carefully going over the whole length of it, literally inch by inch, has blasted with dynamite a navigable passage through the rapids. This will make it possible for cargo boats drawing about three feet of water to bring down the ore to Haiphong, and to be towed up again when empty by a powerful motor boat. It is as yet difficult to estimate the vastness of the change which the

DEVELOPMENT OF THE MINES will make in the fortunes of the French Colony. A difficulty was long felt in the type of motor boat to be used. We regret that the Germans are undoubtedly ahead of us in the construction of motors suitable for craft used for inland navigation. They are indeed ahead of every one, French, Americans and all. The great "Deutz" works, which employ thousands of workmen and have turned out something over one hundred thousand motors, is going to supply the motor for a boat which is now being built in Hongkong, and is destined for the Tonkin rivers, particularly the Luk-min. One of the great disadvantages of steam engines is their weight, which naturally increases a boat's draught of water. Petrol of course cannot be obtained up-country in Tonkin or China. Kerosine motors are generally good for little better than pleasure boats, or for craft in and about a harbour. But the "Deutz" works have devised a new kind of motor which they call the "Brona-motor" for which peculiar advantages are claimed, and it would appear, with good reason. This "Brona-motor" is absolutely reliable and is specially constructed for small and middle-sized commercial craft, for cargo boats, lighters, fishing boats, etc. It is small and light but exceedingly powerful. No hex or other highly inflammable liquid is required to start it. It has no sparking gear, no complicated machinery, no carburettors, no red hot tubes with lamps, no magnetic electric arrangements and batteries, etc. It uses only ordinary kerosine oil, which is cheap, and can be obtained almost everywhere. The ignition takes place as follows: "Air is compressed to about 32 atmospheres, and then a high temperature is obtained; a small quantity of the kerosine which is in the fuel chamber passes during the compression stroke in form of vapour into the cylinder, and is ignited at the piston end by the high temperature of the compressed air." The construction of this, from an engineer's point of view, really beautiful machine, is most ingenious. Its solidity combined with simplicity and its cheapness in working, are its chief recommendations. We believe that the motor-boat now being built for the Tonkin rivers is

THE FIRST "BRONA-MOTOR" which has yet been in Hongkong. Its completion, which may be expected in December, will no doubt excite some interest among engineers, and others to whom motor-boats that are commercially useful are a matter of concern. It is the value of this particular boat for inland navigation which interests us, and will, we think, interest our readers. There are many rivers in South China which have been hitherto regarded as un navigable, and which by means of this "Brona-motor" and a stick or two of dynamite judiciously used in the right places, will become highways of commerce. In the meantime an Anglo-French Company, is taking the lead in Tonkin, and by this time next year very great and important developments will have taken place.

HONGKONG AGENCY SUBD.

APPLICATION FOR DE BENE ESSE EXAMINATION.

Before Mr. Justice Harland, Acting Paines Judge, at the Summary Court this morning, the action was again mentioned in which the Robert Dollar Company, of Shanghai, filed a suit against the Hongkong Merchants' Agency to recover the sum of \$13,544, amount due for goods sold and delivered. Mr. M. Reader Harris, of Messrs. Wilkinson and Gillet, appeared for the plaintiffs and Mr. J. H. Gardiner represented the defendants.

Mr. Harris asked for a date to be fixed. He was in receipt of a reply from his clients, but it was not certain when the manager was coming down to the Colony. He applied for leave to take a *de bene esse* examination when his client should have arrived in the Colony. The case would not take more than one day—probably half a day. He had only the evidence of the manager to take.

Mr. Gardiner—I have only one witness. His Lordship—Will half a day do? Mr. Harris—it would be ample. The action was adjourned till the 13th January next.

HOSPITAL SUNDAY.

On Sunday offerings will be taken in St. John's Cathedral, Union Church and the various places of worship in aid of the Alice Memorial and Affiliated Hospitals.

It is reported that the Japanese Foreign Office has instructed the Consul-General in London to lodge a protest against the imprisonment of three Japanese in Tokyo, near Yokohama.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

REPUBLICAN MACAO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—You have spoken in your columns with vigour in favour of the oppressed Sisters who are to be robbed of the little they possess, and driven from their home by an act of violence which has no sanction by any law, Divine or human. Even if the persons who have usurped the Government of Portugal and her Colonies disestablish the Church, the faithful will always support it, in spite of those who openly proclaim their godlessness and profligacy. But sheer naked brigandage, and the spoliation of charitable associations are proceedings worthy of a Marat or a Jourdan Compeigne; one can only wonder how such things can happen among civilized people in the year 1910. What I beg you to do is to give publicity to a protest against a portion of this infamy which has hitherto been unmentioned. There is a large and flourishing Jesuit school in Macao. The pupils of it do well in after life, and I have often heard them well spoken of by the heads of great business firms, as being thoroughly reliable and well educated men. The Jesuit Fathers are most erroneously supposed to be enormously wealthy. I know as a fact that this idea is idiotic. The Jesuits of Macao are really poor. The school does not bring them in a fortune by any means, and the salary of one of the Jesuit professors is only fifteen dollars a month. A Jesuit priest lives on what most people would consider a beggarly pittance. His clothes are of the simplest and are as inexpensive as they are uncomfortable. His food is very plain, and only sufficient to enable him to keep his health and do his work efficiently. I can speak authoritatively on this matter, as I know most intimately the Jesuits of Belgium, Austria and England. I have visited the Jesuits of Macao, and I can positively swear that the pirates who rob them will find mighty little profit in it. As for doing any good by driving out the Jesuits, only an unbalanced individual or a crazy "Kenshite" fanatic could see any. If the modern Portuguese propose to emulate the feats of the Marquis de Pombal, who in 1750 or about that date treated the Jesuits with a brutality and ferocity that must shock and disgust every candid student of history, I can only wish them a fate similar to his. In 1777, or about that date, he very properly fell into disgrace and died in great dishonour. He was a detestable man, a debauchee and an embittered. He was at one time very popular among Jesuit-haters. I do not foresee an improvement in the teaching or the morals of the rising generation of Macao as a result of the modern Portuguese treatment of the Jesuit college at Macao. I cannot help thinking of the words of the Psalmist, which I do not apologise for quoting: "Sape expugnaverunt me a juvenile me: etenim non potuerunt michi. Confundantur et convellantur retrorsum omnes qui odierunt Sion." Many a time have they afflicted me from my youth: yet they have not prevailed against me. Let them all be confounded and turned back that hate Zion. As for the Jesuits they are accustomed to hatred and calumny and persecution. They are the finest trained regiment in all the world; such Christian soldiers always march onward; I do not fear for men who most openly declare that they are the Company of Jesus. To them death is a trifle, the hardest toil, the cruellest privations, the most unjustly inflicted humiliations are as a daily welcome, for by these they are convinced that they are being proved worthy of their Master. But I do fear for the future of the rising generation of Macao, and the boys and young men who are soon brutally to be deprived of their learned and kindly teachers have my warmest and most heartfelt sympathy. I am etc.

A FUPIL OF THE JESUITS.

Hongkong, 13th October, 1910.

SALVATION ARMY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—To a speculative mind no question is too small for consideration and for earnest sustained attempt at finding an answer at least apparently reasonable. Now to my mind which my parents and guardians did their best to train to pure reason, there are many anomalies in Hongkong which might instantly be remedied by the Salvation Army. The first in number than the word. I remember that occurs in one of my school copy books. One of the gaps that seem to me to yawn and ache for filling in Hongkong, is in the left by the bearded pious gentleman General Booth. One of the delusions, or was it a delusion of my youth, was an army of men and women devoted to the great work of Salvation. I once knew a Captain of Salvation, poor fellow, the world was too much for him. He is dead, but we need his like in Hongkong.

Hongkong is a very sad and weepsome place. A mass of people and Salvation in Hongkong. The number of people needing Salvation in Hongkong would puzzle the calculating powers of an accountant in Hades. When one thinks of so large a number of ones fellow-creatures doomed to a cremation, at least as ho, and not nearly as fashionable, as that to be had at WoHong, one naturally turns to the Salvation Army as a refuge and hope. Sir, it is easy to be flippant, but when one knows that at least one man in the Colony has enjoyed the hospitality of the Government Civil Hospital more than six times in less than one year, hospitality without which he would have starved, which he deserved or not deserved, one can only regret that it is no part of the duty of the Government Medical Officer to administer Spiritual Rebuke, Caustic Cleansing Fire and Purgatorial Uncious. What is really needed is the Soul in Fire the Euthanasium all ablaze, the heart and the will to save the almost unsavable.

It is remarkable that the Salvation Army did once begin operations in Hongkong. Nobody seems to have been rescued, but all the workers in the cause of Salvation died. Before leaving Hongkong these noble men and women reported that the people of Hongkong were so far steeped in misery and sin that they were absolutely irredeemable and like Sodom and Gomorrah if they could not find fire and righteous souls to the city. I am, Dear Sir, one expectant but not sanguine of SALVATION.

Hongkong 13th October, 1910.

THE EAST POINT TRAGEDY.

AMERICAN BLUEJACKET COMMITTED TO THE SESSIONS.

Before Mr. E. R. Hallifax in the Police Court this afternoon, John William Hayes, a gunner's mate on the U.S.S. *New York*, was brought up on remand on charges of alleged wilful murder and causing grievous bodily harm at No. 2, Sharpe Street on the 25th September last. Mr. H. L. Denys, J.P., from the Crown Solicitor's office, prosecuted, and Mr. Leo d'Almada e Castro appeared for the defendant.

Dr. W. A. Moore, Assistant Superintendent of the Government Civil Hospital, was recalled and spoke to identifying the complainant and his wife on the 25th September last.

P. C. Robert Watt was the next witness called. He stated that at about 8 p.m. on the 25th September, he was on the roadway near the Police Recreation Club. He heard Police whistles and went along Bowington Canal Road West, turned down Sharpe Street West and into Bowington Road. There was a crowd of people and he saw flames at No. 29. All this time he was with Sergeant Ogg. They went towards No. 29 and saw things being thrown from the verandah on to the roadway. They saw a fire near by, which they extinguished. They then went round to Sharpe Street West. He saw a piece of red flagstone fall out a few yards off him. He looked up and saw the defendant standing on the first floor of the verandah of No. 2, Sharpe Street. He also saw a small, wooden bucket come down. He saw nothing else. He picked them up a few minutes afterwards. Sergeant Ogg called out to him to come and stand on one side of the doorway, while he stood at the other. He heard a loud sound, as of something falling, at the back of the building. At the same time he heard a shout "He's out at the back!" He then arrested the defendant as he was coming down the stairs with the help of Sergeant Ogg.

Cross-examined, witness stated that he could not remember every little detail from the time he heard the Police whistles till defendant's arrest. He was with Sergeant Ogg all the time. When they met Sergeant Grant, the latter was carrying a gun. He did not notice what kind of a gun it was. Neither spoke to each other. Sergeant Ogg went up the staircase immediately after him. The defendant appeared to him to be sane or not. He certainly acted in a mad manner and was recklessly throwing things about. He did not hear Sergeant Grant say that defendant was mad. He did not try to find out whether the defendant smelt of drink when arrested.

His Worship—Did you see any kerosine lamp?

Witness—No.

A Chinese cook at No. 1 and 2, Sharpe Street stated that he was employed in a house at Bowington. The place was called Sharpe Street but he did not know whether that was so (Laughter). He was in the kitchen working on the 25th September and while there heard cries of "Fire!" At about 8 p.m. he found pieces of broken glass on the stairs. He swept the glass off the house.

Mr. Denys—Was it dark or light when you found the glass?

Witness—As it is now (Laughter).

The complainant's wife also gave evidence. In the course of her testimony, witness said that when she missed her child, she asked "Who's my baby?" to which the amah replied "The master has taken it away."

Inspector William Kerr testified to finding the defendant at the Police Station about ten minutes after the affair, on the 25th September last. That was the first time he saw the defendant. On the following day, he charged the defendant with wilful murder and causing grievous bodily harm.

Mr. Almada—Do you remember telling me that the man must have been mad to do such a thing?

Mr. Denys—A conversation cannot be put in as evidence.

Mr. Almada—I was going to put another question to the witness.

Witness—I remember saying that the man must be either mad or a brute. I merely expressed an opinion.

After further evidence, Mr. Denys stated that he would withdraw the third charge, i.e., causing actual bodily harm to a Chinese amah. That was the case for the prosecution. Defendant on being asked whether he wished to make a statement reserved his defence and was committed to the Sessions.

TROOPSHIP "ROBILLA."

ARRIVAL THIS MORNING.

The troopship *Robilla* arrived from Southampton this morning and moored to the man-of-war anchorage. She brought with her a number of relics for the present Garrison. Details are as follows:—37 officers, 14 ladies, 5 children and a nurse; 655 men (troops), 55 women and 80 children. The Officer Commanding the Troops on board was Major L. R. B. Dykes, R.A. Of the above number 9 officers, 4 ladies, 106 men, 10 women and 13 children are embarking to-day per s.s. *Chong-king* for Shanghai.

The *Robilla* had a fine weather throughout the voyage up from Singapore.

A CONTRACTOR was fined \$500 by Mr. E. R. Hallifax at the Magistracy this morning for carrying on building operations in Connaught Road West without the approval of the authorities.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending last instant amounted to 21,777,500 tons and the sales, during the period, to 17,866,620 tons.

A PRETTY illuminated advertisement was displayed in front of the City Hall last night and was the object of considerable attention in the vicinity. The device was a "Redford" motor car, Oct. 17, 1910, and it contained an announcement of the date of the "Redford" Ball.

ALLEGED ASSAULT BY DOCK MANAGER.

HOW THE TABLES WERE TURNED AT THE MAGISTRACY.

Before Mr. J. R. Wood, in the Police Court this morning, Kwai Pui, a filer in the Hongkong and Whampoa Dock Company, summoned Mr. J. W. Graham, Works Manager of the Company, for alleged assault on Sunday last. Defendant issued a cross-summons for assault. Mr. P. S. Dixon, from Mr. R. A. Harding's office, appeared for the complainant and Mr. W. E. L. Kheon, of Messrs. Deacon, Looker and Deacon, was for the defendant.

The facts of the case having been briefly outlined the complainant stated that he earned 80 cents a day of nine hours. On Sunday last, he went to work at 7 a.m. He was told by the No. 1 filer to go on board the *Kowloon*. He had to go down off a steam-launch alongside the wharf. He went with four others, who brought tools with them. He had no tools. He was late that morning. When he got to the wharf, a coolie came up with the tools and the steam-launch was already leaving, the bell having been rung. He was unaware that the defendant was on the wharf. He was struck three times and kicked by the defendant. He did not call upon the steam-launch to stop. He did not know why the defendant struck him. The blows dealt him were heavy blows. He was not carrying a pole and did not see anybody doing so. After he was struck he ran away. He came back shortly afterwards, and went on another launch. When he returned to the wharf next morning, the inspector sent for him and he found him gave him his hat. He complained to the defendant, but the latter suspended him.

Cross-examined, complainant stated that he never heard of criminal proceedings being taken against certain coolies. He was only on the wharf for three minutes. He did not know whether there were other people on the wharf beside him and defendant, as his attention was on the tools. The people in the launch might have seen what was happening on the wharf. They could see from all parts of the launch. Defendant did not tap him but struck him. Defendant did not speak to him. He was struck with the back of the hand twice. He looked up at the defendant and the latter smacked him again and kicked him. Defendant was standing behind and struck him in that position. The third time he was struck he was on the point of picking up his instrument. He did not run towards the defendant. He did not see as he was afraid he would be struck. No Chinese detective snatched a pole from him. When the defendant kicked him he used great force. He did not flag his arm on the defendant and did not strike the latter two blows.

Another filer still in the employ of the Dock Company gave corroborative evidence.

Defendant stated that he had been in the service of the Dock Company for the last thirteen years. Certain proceedings had recently been taken against a number of the Company's coolies. On Sunday last, he went to the wharf and found that the harbour launch had not left. It was 7.30 at the time and the launch ought to have left by that time. He ordered the man in charge of the launch to get away immediately, when the complainant started shouting at the coolies and quickly ran along him on the shoulders, asked him what the matter was. Complainant said something which witness did not understand, but one of the men on the wharf told witness that complainant wished to put some gear on board. Witness said, "If you want to do the thing, do it quickly." He also said, "Faiter!" but the man stood there and did not attempt to put the gear on board. The complainant swung round with his left hand and his fist caught him in the stomach. Just as he was about to step into the launch, the complainant sprang at him. He warned off the blow with his right hand and was struck with the left. He swung the complainant off with his right hand and at the same time pushed him off with his foot. Witness then got into the launch and the defendant made off, but soon appeared with a pole which he obtained from a filer and made with the weapon for him. A Chinese detective came up from behind and took the pole from complainant's hands. After the launch had got away, witness sent for complainant but the latter could not be found. Next morning he returned to work but was suspended.

The case against the defendant was dismissed. Complainant was fined \$10 on the cross-summons.

HONOUR FOR HONGKONG MEDICO.

Dr. JUSTI, RECIPIENT OF PORTUGUESE ORDER.

Dr. Karl Justi, of the firm of medical practitioners of Messrs. Muller, Justi and Hock, is another local citizen to be honoured by King Manuel II. of Portugal with membership of a Portuguese Order. From a private letter received in Hongkong by a Portuguese gentleman by the Siberian mail this morning, we learn that Dr. Justi has been created a knight of the Order of "Conceição," the sanction of H. J. M. the Kaiser having been first obtained for the conferring of the distinction upon the popular German medical Dr. Justi's neighbourhood is situated in the *Diaria da Gazeta* of Lisbon No. 297 of 17th September, 1910.

We understand that Dr. Justi's professional services to the section of the Portuguese community who really stand in need of medical advice and who are unable to adequately pay for such skilled assistance, have been greatly appreciated by the people who have been placed under obligations to him. Those services have been brought to the notice of King Manuel by Portuguese gentlemen placed in high positions of authority and who, accordingly, command great influence. By virtue of their representations Dr. Justi's benevolent treatment of the indigent members of the Portuguese community has now received some royal recognition. We feel certain the news will be received with general satisfaction throughout the Colony.

A similar honour was conferred upon a former partner of Dr. Justi, Dr. P. Kreig, at Shanghai three years ago.

EXCESS OF PASSENGERS.

GERMAN SKIFFER HEAVILY FINED.

Before Commander Basil Taylor, R.N., at the Marine Magistrate's Court, this morning, Lieut. Serjt. Jackson prosecuted F. W. M. Von Pilgrim, master of the German s.s. *Lysimachus*, for unlawfully having on board within the waters of the Colony, a number of passengers which, having regard to the time, season and circumstances of the case, was greater than the number allowed by her passenger certificate at 7.15 on the 11th inst.

Serjt. Jackson stated that, at 7.15 p.m., on the 11th inst., he and L. S. Pattison boarded the *Lysimachus* off West Point, on her anchorage. He went to the master and told him that he wished to count the passengers on board. He then counted the passengers in the presence of the second mate. There were 697 deck passengers, and 12 saloon passengers. The number was made up as follows:—

277 'tween deck No. 2.
112 poop.
58 boat.
177 'tween deck No. 1.
34 deportees under fore bridge.
33 boys.
28 girls.

He then went to the master again and asked if he was satisfied with the count, and he replied "Yes."

The next witness was George Macdonald, who said that he went on board the *Lysimachus* at 11 a.m. on the 12th inst. He examined the passengers' accommodation. He found in the No. 1 'tween deck sufficient space for 80. The remainder of the space was filled with cargo. No. 2 'tween deck was filled with cargo. No. 3 'tween deck was entirely clear of cargo and that could accommodate 172 passengers. This space, sufficient for 253 passengers, was all the space available on the 'tween decks. In addition, the deck houses, outside of the saloon, consisted of 700 sq. ft. and gave accommodation for 2,000 persons. There was available accommodation for 8 in the companion way, and in the saloon for 19, making 300 altogether, he actually measured the space left available.

By the passenger certificate, the ship was only allowed to carry 724 passengers, i.e. 698 in the 'tween decks, and 26 in saloon.

The defendant stated that he told his charter in Saigon not to send too many passengers on board, as he had only room for about 300 on the 'tween decks. He replied that the rules only applied to carrying passengers from Hongkong. That he could send as many as he liked to Hongkong. Witness told him that he was wrong, but he insisted.

The Court found the charge proved and fined a fine of \$2,000.

Messrs. Wing Hang & Co. are the agents for the steamer in Hongkong.

THE OIL MARKET.

TWO GREAT CORPORATIONS IN FIERCE FIGHT.

The severance of the agreement between the Standard Oil Company, and the implied declaration of open war—facts which were conveyed in a brief cable from London to the *Straits Times* the other day—are being felt in a very material way in Singapore. The change of relations between the two great corporations has been making its influence felt for the last month in the form of a sharp and deliberate cutting of prices.

The American company set the pace at first by cutting in a small way all round, but the Petroleum Company retaliated by undercutting the reduced rates. Since then, the latter has practically called the tune, and a pretty lively war it has been, and the other company, in order to keep a grip on the market, is forced to dance to it. The prices of the commodities of both concerns have come rattling down, until now they are 10 to 40 per cent. lower than they were a month ago. Throughout the struggle the Asiatic Company has consistently maintained the lead and at the present moment its prices are from 15 to 20 cents below its competitor's.

So hot has the pace become within the past week or so, that the Standard Oil Company has reduced the rates for its Devon's kerosene by about a dollar per case of eight gallons. But, even after that the Asiatic company still has the lead.

A SPECULATIVE DEMAND.

The effect of this cutting has been a much increased demand for oil. The sales of both companies have gone up at a furious pace but that does not necessarily imply a correspondingly increased consumption. The big demand is looked upon as a speculative one.

So far as can be seen at present this rate-war is more or less a local affair. The Indian markets, where the Burmah Oil Company is a third considerable factor, do not seem to have moved much up to the date of the latest advices. China seems to be similarly situated.

We understand that previous to the breaking of the combine the tax of 5 cents per gallon on petroleum had had the effect of reducing the consumption in the colony. As the present cutting of prices now seems, however, to have had the effect of increasing it, it is apparent that the colony's finances will benefit by the rate-war.

How or when the struggle will end, it is impossible to forecast. So long as the struggle is a local one, even if its location extends to the whole of the East, it may be protracted for a long period. Should it be a universal affair, however, its progress will become infinitely more doubtful. Those acquainted with the affairs of the oil world see in this war another epoch in the Standard Oil Company's policy of fighting for the monopoly of the whole world's markets, a policy which it is the object of the Asiatic Company to resist to the end.

COMMERCIAL.

13th October, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/3
Anglo-Java	7/15
Anglo-Malaya	24/6
Balgownie	5/3
Batu Tigas	100/-
Bertams	7/1
Caret Kajangs	46/-
Caret Uniteds	30/- prem.
Castlefields	120/-
Changkat Serdangs	59
Cheras (part paid)	8/8 prem.
Do. (fully paid)	18
Damansaras	15/6
Eastern International	14/9 prem.
Glencaly	5/75
Highlands and Lowlands	107/6
Indragiri	5/7
Kamunings	5/9 prem.
Kuala Lumpur	160/-
Landroos (fully paid)	—
Landroos (ppd.)	—
Ledbury	75/-
Lloggis	45/6
London Asiatics	12/3
London Ventures	6/-
Merlimans	6/-
Pajamas	5/12
Pegohs	3/1
Rubber Trusts	20/- prem.
Saggas	270/-
Sandycrofts	5/1
Sapong	24/-
Seafields	76/10
Shelfords	70/-
Singapore & Johore	5/4
Samatras Paras	10/-
Sungel Obus	97/6
Sungel Kapats	14/9
Tangkabs	34/6
Tongrang	3/- prem.
United Serdangs	102/6
United Singapore	5/50
United Sumatras	8/6
United Langkats	80/-
Duffs	14/3
Trochops	34/-
Para Rubber	6/3 per lb.

RUBBER SHARE MARKET.

Hongkong, 14th October.

The movement in the Rubber Share Market during the week has been somewhat erratic. It sympathy with an advance in the price of the raw product from 5s. 10d. to 7s. early in the week, all leading shares soared up only to drop again when the price for Fine Hard Para came lower subsequently. Over the balance of the week, however, prices, speaking generally, show a slight improvement.

The closing quotation for Rubber is 6s. 1d. per lb.

Anglo Malays improved to 25/- during the early part of the week but at the close are easier at 24/3.

Allagars were taken off the market at 5/3 and 5/3, closing with sellers at the latter price. Eastern International after sales at 12/6 improved to 16/- during the middle of the week, but at the close have receded and can probably be had at 13/6.

Liggies are on offer at the slightly reduced price of 41/6. London Ventures were reported sold at 6/- and more are on offer. Meilimas have changed hands at 6/3 and 7/-.

Ledburys have risen to 75/- at which price they close steady.

London Asiatics have strengthened to 12/3 at which price they are on offer.

Tangkabs continue quiet at 34/6. United Serdangs have again experienced some slight fluctuations, having risen during the latter part of the week from 102/6, but at the close have receded and buyers only offer 100/-.

United Sumatras are on offer at 8/6. Sumatras Paras after sales at 12/- are on offer at 11/6.

Bertams, after sales at 6/3 and 7/- are offering at the reduced rate of 6/6.

Castlefields have risen to 120/-.

Highlands and Lowlands can probably be placed at 105/-.

Kuala Lumpur have strengthened to 160/-.

Kamunings have small inquiries at 5/3 prem. Batu Tigas have advanced to 105/- at which price they are on offer.

Balgownie have buyers at 5/3. Changkat Serdangs after improving to 59 are weaker and on offer.

Ayer Panas advanced to 58/- during the early part of the week, but at the close have sellers at 57/-.

Pajamas remain fairly steady after sales at 5/12.

Glencaly strengthened to 5/75 at the opening of the week, and buyers offered 5/8, but at the close are easier with sellers at 5/65.

Indragiris are nominally quoted at 5/6. Pegohs have risen to 3/1 after sales at 3/7.

Sandycrofts have improved to 5/3. Singapore and Johore are slightly higher and can probably be placed at 5/4.

United Singapore have changed hands during the early part of the week at 5/10, but have since improved to 5/3.

Pantals are quiet at 5/1.

Alor Gajals have buyers at 5/3. New Serendahs can probably be sold at 5/2.

Trochops (tin mines) have kept fairly steady at 34/-.

Shell Transports rose to 85/- closing easier at 80/-.

Exchange.—The Bank's closing T.T. quotations are as follows:—

On London 1/10 1/2

On Shanghai 75 1/2

On Singapore 70 1/2

On Siam 70 1/2

On Java 70 1/2

On Ceylon 70 1/2

On Hongkong 70 1/2

On India 70 1/2

On China 70 1/2

On Japan 70 1/2

On Korea 70 1/2

On Persia 70 1/2

On Russia 70 1/2

On America 70 1/2

On Europe 70 1/2

On Africa 70 1/2

On Asia 70 1/2

On Oceania 70 1/2

On Australia 70 1/2

On New Zealand 70 1/2

On South Africa 70 1/2

On Egypt 70 1/2

On Greece 70 1/2

On Italy 70 1/2

On France 70 1/2

On Germany 70 1/2

On Austria 70 1/2

On Prussia 70 1/2

On Saxony 70 1/2

On Bavaria 70 1/2

On Sardinia 70 1/2

On Sicily 70 1/2

On Naples 70 1/2

On Rome 70 1/2

On Venice 70 1/2

On Florence 70 1/2

On Pisa 70 1/2

On Livorno 70 1/2

On Leghorn 70 1/2

On Ancona 70 1/2

On Brindisi 70 1/2

On Bari 70 1/2

On Taranto 70 1/2

On Reggio 70 1/2

On Modena 70 1/2

On Parma 70 1/2

On Piacenza 70 1/2

On Mantua 70 1/2

On Verona 70 1/2

On Vicenza 70 1/2

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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 14 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, Oct. 29th.	"ALLAN LINE" FRIDAY, Nov. 12th.
"MONTEAGLE" TUESDAY, Nov. 8th.	
"EMPRESS OF INDIA" SATURDAY, Nov. 19th.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, Dec. 17th.	"EMPRESS OF BRITAIN" FRIDAY, Dec. 16th.
"EMPRESS OF CHINA" SATURDAY, Jan. 14th.	"ALLAN LINE" FRIDAY, Jan. 13th.
"MONTEAGLE" WEDNESDAY, Jan. 12th.	"ALLAN LINE" FRIDAY, Feb. 10th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, RUMSANG	.....	SATURDAY, 15th Oct., Noon.
SHANGHAI	LOKSANG	SATURDAY, 15th Oct., Noon.
SHANGHAI	HANGSANG	SUNDAY, 16th Oct., Daylight.
MANILA	YUENSANG	FRIDAY, 21st Oct., 4 P.M.
TIENSIN	CHIPSANG	SATURDAY, 22nd Oct., Noon.
SHANGHAI, KOBE & MOJI	POKSANG	FRIDAY, 28th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kinsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dato, Simpang, Tawo, Daulan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 14th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LINAN"	15th Oct., Midnight.
MANILA	"TAKING"	18th " 4 P.M.
SHANGHAI	"CHINUA"	20th " 4 P.M.
ILOILO & CEBU	"SUNGKANG"	21st " 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KUEIHOOW"	22nd " 4 P.M.
MANILA	"TEAN"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Akai*, *Chonan*, *Idzun*, *Chinkwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers at Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 16.
Hongkong, 14th October, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAIRO	8540	A. Fraser	MANILA	SATURDAY, 15th Oct., at Noon.
ROBI	8540	R. Rodger	"	SATURDAY, 22nd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Hongkong, 14th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 20th Nov., at Noon.
V. MOJI, KOBE AND YOKO-			
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA			
V. MOJI, KOBE AND YOKO-			
HAMA			

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 16th Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. Y. Fueno	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class

colours. The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—

First class cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th October, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP. Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIBANO MARU, Capt. H. Fraser, Tons 9000 TASGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th Oct., at Daylight. WEDNESDAY, 9th Nov., at Daylight. WEDNESDAY, 23rd Nov., at Daylight.

VICTORIA, B.C. & SEATTLE	"SADO MARU" Capt. S. Hirodai, Tons 7000	SATURDAY, 5th Nov. From KOBE.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"TAMU MARU" Capt. K. Sato, Tons 7000	TUESDAY, 8th Nov., at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"NIKKO MARU" Capt. M. Yagi, Tons 6000 "KUMANO MARU" Capt. M. Winckler, Tons 6200	FRIDAY, 25th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
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BOMBAY via SINGAPORE & COLOMBO	"DEYLOU MARU" Capt. Fred. Fyfe, Tons 6000	WEDNESDAY, 26th Oct., at Noon.
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SHANGHAI, MOJI & KOBE	"B'KOO MARU" Capt. S. J. G. Parsons, Tons 7000	MONDAY, 17th Oct., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winckler, Tons 6200	WEDNESDAY, 26th Oct., at Noon.
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KOBE and YOKOHAMA	"AKI MARU" Capt. K. Homma, Tons 7000	THURSDAY, 27th Oct., at 5 P.M.
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YOKOHAMA	"KAWACHI MARU" Capt. H. Petersen, Tons 7000	SUNDAY, 23rd Oct., at Noon.
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Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

* Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	1st March	To London, per New Steamer
IYO	7,000	15th "	1st class Single...\$550
HIBANO	9,000	20th "	Return...825
TANGO	8,000	12th April	2nd class Single...350
KAMO	9,000	16th "	Return...540
AKI	7,000	10th May	Old Sir. 1st class Single...500
MISHIMA	9,000	24th "	Return...750
			2nd class Single...310
			Return...495

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE.

Steamers	Tons	Leave Hongkong	To Pacific Coast Common Points
AWA MARU	7,000	28th Feb.	1st class Single...\$30
IMADA	7,000	28th March	Return...221
TAMBA	7,000	25th April	To London via New York...260
AWA	7,000	23rd May	To London via New York...459

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic

Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the

option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUBUMOTO,

MAMU

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 15th

October, 1910, at Noon, taking Passenger and

Cargo for the above Ports in connection with

the Company's S.S. *India*, 7,912 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Mail steamer proceeding direct to Marseilles

and London, other Cargo for London, &c., will

be conveyed via Bombay by the R.M.S. *Hima-**lyra*, due in London on 26th November, 1910.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to

F. A. HEWETT,

Superintendent.

Hongkong, 3rd October, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched

at above on or about 13th Oct.

For Freight apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND

YOKOHAMA.

Steamer	Tons	Captain	On about
Kumakura	6,231	G. B. McGill	19th Oct.
Ayamori	4,305	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient

inducement offers.

These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND

SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAVELL" SATURDAY,

22nd Oct., 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 21st October, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "LOTHIAN" To sail hence on or

about 24th Oct.

For Freight and further information apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 14th October, 1910.

111

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR."

Capt. W. D. A. Thomas, will be despatched for

the above Ports on MONDAY, the 17th Octo-

ber, at Noon.

This Steamer has Superior Accommodation

for Passengers, is installed throughout with

Electric Light and carries a duly certified

Doctor.

RETURN TOURS TO JAPAN

(Occupying 20 days.)

Return tickets are available by the Indo-

China Steam Navigation Co.'s steamers.

Fares for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED

Agents.

Hongkong, 11th October, 1910.

653

FOR SINGAPORE, PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for

the above ports on TUESDAY, the 18th inst.,

at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 11th October, 1910.

654

EASTERN AND AUSTRALIAN STEAM-

Consignees.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on only if instructions are given to the contrary before No. 10-day.

Goods not cleared by the 10th October will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
HONGKONG 14th October, 1910."SHIRE" LINE OF STEAMERS.
LIMITED.

FROM EUROPE.

THE R. M. S. P. Company's Steamship

"MONMOUTHSHIRE."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 10 days of the arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th inst., at 6 p.m. will be subject to rent.

All broken, chafed, and damaged Goods, must be left in the Godown, where they will be examined at 10 a.m. on the 15th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & CO., LTD.
Hongkong, 14th October, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 14th October, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T. 100/105
Do. demand 100/105
Do. 4 months' sight 100/105
France-Bank T.T. 100/105
America-Bank T.T. 100/105
Germany-Bank T.T. 100/105
India T.T. 100/105
Do. demand 100/105
Do. 4 months' sight 100/105
Shanghai-Bank T.T. 100/105
Singapore-Bank T.T. 100/105
Japan-Bank T.T. 100/105
Java-Bank T.T. 100/105

Shipping.

MAILED DUE.

American (China) 18th inst.
Canadian (Montreal) 18th inst.
German (Prinzess Alice) 20th inst.
Canadian (Empress of China) 20th inst.
Indian (Poonah) 20th inst.
American (Manchuria) 20th inst.
American (China) 20th inst.
American (Asia) 20th inst.

The Imperial German Mail s.s. Prinz Waldemar

will leave for Manila on 15th inst., at 8 a.m., and may be expected here on 16th inst., at 6 a.m.

Steamers Expected.

Yusaka From Agents Dns

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Yusaka From Agents Dns

RUBBER ESTATE RETURN.

August Sept. Total

Allagar 3,350 2,970 6,320

Alor Pong 3,350 2,970 6,320

Alma 3,350 2,970 6,320

Anglo Malay 3,350 2,970 6,320

Ayer Kuning 3,350 2,970 6,320

Ayer Molek 3,350 2,970 6,320

Ayer Panas 3,350 2,970 6,320

Bakau 3,350 2,970 6,320

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Luna, Br. s.s. 1,255, Wanchow, 14th Oct.

Canton 13th Oct. Gen. B. & S.

Lokang, Br. s.s. 978, Bowker, 14th Oct.

Canton 13th Oct. Gen. J. M. & Co.

Tamlog, Br. s.s. 1,350, G. Penfather, 14th Oct.

Mailla 4th Oct. Hemp and Gen. B. & S.

Indrawat, Br. s.s. 1,350, W. G. Williams, 14th Oct.

Keelung 13th Oct. Gen. B. & S.

Sella, Nor. s.s. 278, Olaf Lie, 14th Oct.

Portland, Or. 5th Sept. Gen. P. & A. Co.

Rutherglen, Br. s.s. 1,747, W. Gay, 14th Oct.

Cardiff Coal. Dodwell & Co.

Clearances at the Harbour Office.

Kailong, for Amoy.

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Post Office.

Only fully prepaid letters and postcards are transmissible by the Suez Route to Europe.

A Mail will close for:

Manila-Per Zafra, 15th Oct., 10 A.M.

Singapore, Penang and Calcutta-Per Kamsang, 15th Oct., 10 A.M.

Shanghai-Per Tiffin, 15th Oct., 10 A.M.

Shanghai-Per Lokang, 15th Oct., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Nippon Maru, 15th Oct., 11 A.M.

Europe, India, Java, Ceylon, etc.-Per Nippon Maru, 15th Oct., 11 A.M.

Manila-Per Zafra, 15th Oct., 11 A.M.

Singapore, Penang and Calcutta-Per Kamsang, 15th Oct., 11 A.M.

Shanghai-Per Tiffin, 15th Oct., 11 A.M.

Shanghai-Per Lokang, 15th Oct., 11 A.M.

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Europe, India, Java, Ceylon, etc.-Per Nippon Maru, 15th Oct., 11 A.M.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOKAMI & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000 \$16,00,000	\$1,019,300	\$2 for first half year ending 30.6.10 @ ex 1/5th - \$22.45	5 %	\$22.50 \$26
National Bank of China, Limited.....	99,025	£7	£6	\$4,000,000 \$4,000,000	\$30,552	\$2 (London 1/6) for 1909	...	\$20 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$250	\$1,500,000 \$154,101 \$16,701 \$181,000	none	\$10 for 1908	58 %	\$190
North China Insurance Company, Limited	10,000	£15	£5	Tls. 231,701 Tls. 368,644 Tls. 137,308	Tls. 205,19	Interim div. of 7/6 for 1909	5 %	Tls. 112 1/2 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 £1,448 \$105,440 \$72,985 \$1,000,000 \$154,405 \$199,385	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	X	{ 83 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,500,000 \$154,405 \$199,385	\$77,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$195 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$150,348 \$102,108	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$114 1/2 buyers
Hongkong Fire Insurance Company, Limited	2,000	\$250	\$50	\$1,500,000	\$426,218	\$27 for 1908	8 %	\$155
SHIPPING.								
Obata and Manila Steamship Company, Limited	20,000	\$25	\$25	\$57,741 \$30,000 \$200,589	Dr. \$5,777 NIL	\$2 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$25	\$10	\$1,500,000 \$150,500 \$160,000	...	\$2 for year ending 30.6.1908	...	\$22 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	\$157,500 \$18,765 \$154,911	\$22,756	Dividend of \$12 for 30.6.10	8 %	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	£18,100	£1,527.82	60% for 1907 on Preference shares only @ ex 1/6 11/16 = \$5.154	...	\$58 sellers
Do. Do. (Deferred)	60,000	£5	£5	£18,100	£1,527.82	Final div. of 2/6 per sh. (comp. 1/4) making in all 4/6 per sh. for 1909 & ad. int. div. of 1s. per sh. on acc. for 1909	5 %	\$3 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$700,000 \$100,000	\$102,094	A dividend of 7 1/2 % for year ending 30.4.1910 & bonus of 5 %	8 %	\$23
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$71,840 \$62,081	\$1,159		...	\$10
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$85,680	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$145 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,891	\$5 for 1897	...	\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$25,000 £12,289	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$6,171	none	\$1 per share 15th dividend	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$0
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$11,000 \$560,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$21,000	\$22,785	\$2 for half year ended 30.6.1909	...	\$49 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 72 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited	15,000	Tls. 100	Tls. 100	Tls. 607,257 Tls. 10,000 Tls. 115,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,214	Tls. 6 for year ending 30.2.10	3 1/2 %	Tls. 97 sales
Central Stores, Limited	150,123	\$15	\$15	\$17,000	\$24,041	\$2 for 1909	8 %	\$121 sellers
Hongkong Hotel Company, Limited	15,000	\$50	\$50	\$40,971	\$1,277	\$2 on old shares \$1.50 on new shares for half year ending 30.6.10	5 1/2 %	\$109 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$27,014	Interim of \$3 1/2 for 1910	7 %	\$100 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000	\$1,471	45 cents for 1909	6 %	\$7 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$809	\$2 1/2 for 1909	8 %	\$52 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,250,045 Tls. 10,000	Tls. 61,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 111 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Interim of \$1.80 for 1910	8 1/2 %	\$59 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 10,091	Tls. 11 for year ending 31.10.09	2 1/2 %	Tls. 101 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,098 \$10,000	\$9,553	40 cents for year ending 31.7.08	...	\$34 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	£4,872	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 50 sales
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,819	Tls. 6 for 1909	10 %	Tls. 50 sales
Say Ohee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,172	Tls. 31,172	Tls. 25 for 1909	17 %	Tls. 200 buyers
MISCELLANEOUS.								
Ball's Asbestos Eastern Agency, Limited	5,604	12/6	12/6	\$1,500	£648	15 % per share for 1909	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$15	\$15	\$10,000	NIL	60 cents for 1909	6 1/2 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$50,241	60 cents for year ended 28.2.06	...	\$1.30 sellers
Do. Do. (Special shares)	50,000	\$5	\$5	none	\$1,000	60 cents for 1909	10 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$11,000 \$11,000	\$1,602	\$1.20 for year ending 31.7.07	6 1/2 %	\$17 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$4,390	Interim of 15 cents per share for 1910	10 %	\$4.05 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$4,390	14 per cent. viz. \$1.40 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	120,000	\$10	\$10	\$1,000	\$670	A dividend of \$1.20 per share and a bonus of 50 cents per sh. for year end. 28.2.10	6 %	\$11 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$12,708	Interim of \$1 per share for 1910	6 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$9,616	Final of \$1 making in all \$2 for 1909	9 %	\$20 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$50,000	\$9,616	Interim dividend of Tls. 12 1/2 15th March	5 %	Tls. 1.50
Maatschappij tot Nijl, Bosch en Landbouwplaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 57,024 Tls. 61,024	Tls. 216,831	Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	...	\$19 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$19 1/2 buyers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 16,640	None	...	\$18 sellers
Philippine Company, Limited	75,000	\$10	\$10	none	...	None	...	\$18 buyers
Shanghai-Sumat & Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 12 1/2 sales
Societe des Papiers et Papeteries du Tonkin	1,200	Benefit shares (Nominal)	Benefit shares (Nominal)	none	none	First year	...	\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	...	\$24 sales
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$27,86	10 % for year ending 31st May 1910	8 %	\$24 sales
Union Waterworks Company, Limited	10,000	\$10	\$10	\$11,950	none	60 cents for year ending 31.12.08	8 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$6,000	\$343	15 % per ordinary sh. for year ended 31.5.10	5 %	\$21 1/2 sellers
Watkins Limited	15,000	\$10	\$10	none	\$1,041	35 cents for 1909	5 %	\$9 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$100,000 \$1,000	\$2,011	3 % for 1909	...	\$18 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$2 buyers

Hotel.

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SHAUKIWAN ROAD,

Telephone No. 907.

A PLEASANT RESORT OF HONGKONG.

Iced Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandah.

MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

W. GALLAGHER,
Manager.

Hongkong, 6th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
 11.00 a.m. to 12.15 p.m. ... Every 15 minutes
 12.15 p.m. to 1.15 p.m. ... Every 15 minutes
 1.15 p.m. to 2.15 p.m. ... Every 15 minutes
 2.15 p.m. to 3.00 p.m. ... Every 15 minutes
 3.00 p.m. to 4.00 p.m. ... Every 15 minutes
 4.00 p.m. to 5.00 p.m. ... Every 15 minutes

NIGHT CARS.

4.45 p.m. and 9 p.m. to 12.15 p.m. every half hour.

SUNDAYS.

5.00 a.m. to 9.00 a.m. ... Every 15 minutes
 9.00 a.m. to 10.30 a.m. ... Every 15 minutes
 10.30 a.m. to 12.00 a.m. ... Every 15 minutes
 12.00 a.m. to 1.00 a.m. ... Every 15 minutes
 1.00 a.m. to 2.00 p.m. ... Every 15 minutes
 2.00 p.m. to 3.00 p.m. ... Every 15 minutes
 3.00 p.m. to 4.00 p.m. ... Every 15 minutes
 4.00 p.m. to 5.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 4.15 p.m., 11.30 p.m. and 12.15 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS, General Managers.

Wagon 1st April, 1908.

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For Sale.

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AGRICULTURAL & HORTICULTURAL

ASSOCIATION OF LONDON,

A Selection of Best Varieties of their famous

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VEGETABLE and FLOWER

SEEDS

GARDEN FERTILISERS,

Books on Gardening, &c.

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Mrs. Barton's Book of Household Manage-

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Popular Scientific Recreation.

The Science of the Hand.

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We have more than once intimated that we should be forced to revert to the question of the conditions of life under which our Police at present are working, and that it is one which must be faced, and must be ably and efficiently dealt with. At a recent meeting of the Legislative Council, which, but for the fact that the Appropriation Bill was passed, was one of the most disappointing and inconclusive proceedings we have ever known, this matter of the Police was inadequately dealt with. If it comes to that so was every other matter, but especially the Police question failed to receive that treatment which alone can prevent it from becoming acutely troublesome. First of all a complaint was made against the Police for inefficiency or inadequacy or what not—all events it was made clear that crime was increasing and much of it failed to be detected, etc., etc. It was also made evident that there were not enough Police. We do not wonder at this. We wonder at our having any Police at all, or rather at our having a force which on the whole does its work so well. We read in old records

that in the month of October, 1866, a public meeting was held, consisting of some of the most influential European residents and a large number of Chinese householders, to take into consideration certain matters seriously affecting the interests of the Colony. A general complaint was made of the total inefficiency of the Police for the protection of life and property. Here we are, fifty-four years later, still making the same complaint, though less bitterly, for even the most inefficiently informed grumbler, or the most un-official members of Council, can hardly accuse our Police of being "totally inefficient." Secondly, a bitter wail was raised against the Government for extravagance, because certain of the Services had to be strengthened. We do not think that the comparatively small increase in the sum appropriated for the Police force met with criticism, any more than all the other items. But here we are confronted with a really serious situation. On the efficiency of the Police depend the peace and good order of this Colony, and the Colony sternly refuses to spend any more on a force that it is grumbling at. This is unreasonable, for it is idle to imagine that the Police force will be increased either in numbers or efficiency by being paid in kicks instead of halfpence. As for the Indian portion of it, there can be no doubt that they have no real grievances. A recent remark in our columns about the apparent indifference of the superior officers to the condition of the men under them was not intended to apply to the Indians. The latter get better pay, etc., than they could in India, and in certain respects they are better off than European constables. We are bound to say that the latter are practically crimped men, for many of them were getting good pay and many advantages when they were induced to come out to this Paradise for Policemen by what we do not hesitate to stigmatise as territorial inexactitudes. Exaggeration too was used. They were told that they would get excellent free quarters, and many advantages, that money went much further in Hongkong than in England, that food for instance was dirt cheap and of admirable quality, and the life of a Police constable in Hongkong was described in glowing colours. The free quarters are in fact one of the most uncomfortable and quiet of the district of all the barracks-rooms we have ever seen. The men's monthly mess bill is always a little over thirty dollars—and the food is nothing very wonderful—and whether the men know or do not know how that figure is arrived at, they certainly are not satisfied with it. It is unlikely that the canteen is being run at a loss. Where in the world do the profits go? We in our ignorance of "pretty Maany's way" have always thought that in these canteens (military or police), the profits were spent in getting a few little extra comforts for the men. It does not appear to be so in Hongkong, where the sum available for making the men's lives less uncomfortable is so wretchedly small that even a few wooden chairs cannot be supplied to the barracks room in which they are herded together. A substantial sum of money is always paid by vessels for the recovery of deserters—two or three pounds—and when a Police constable has taken a good deal of trouble, and has caught a deserter and taken him back to the ship he belongs to, he receives the money from the captain, and takes it back to Police Headquarters where he pays it in. He never hears any more about that money. As far as he is concerned the matter is closed, there is no advantage for him or his barracks-room comrades in it. We do not think this a good scheme at all. There are obvious drawbacks in it, and it is fortunate that our European Police are honest and trustworthy as they undoubtedly are. If they were not, our condemnation of their turpitude would assuredly be mingled with disgust at the silly-mismanagement and parsimoniousness that contributed to cause it. There is no sort of amusement or distraction for the men when on duty. They are the loneliest men in Hongkong. There is nothing for them to do but to get into mischief—that means drink and other repulsive vices. Until recently all lights were turned down at 9 p.m., and if one of those unhappy convicts, we mean constables, wanted to read in the library instead of lying awake in his bed in that bannet, the barracks-room, he could not do so. Lately, however, some one in authority, we have no idea who, has set a bad example of feeling for the men, and ordered that the library shall be open till eleven. The horror of such a life is its hopeless boredom in the present, and the blank barrenness of the years to come. For there is no career in the Hongkong Police. A few men may become sergeants in the course of time—many years—and with the favour of God, as the Turks say. The rest of them must remain all their lives in that baggy, without hope of ever having a private home, however modest, without hope of wife and child. There is reason to believe that some officers do feel for these men, but they are powerless to do anything, there is no money, no decent quarters can therefore be provided, nothing can be done to ameliorate the conditions of life for the men. We believe that Sir Henry May would do something for them if he had a chance, but he seems to be "sair hadden down" by the retrenchment policy at present pursued by the Government. So strenuously is this policy to be pursued that retrenchment is to be effected all round—even in the sources of revenue. That is why we dread the future of this impending question of the strengthening and improvement of our Police, and all the difficulties and probably dangers involved in it.

JAPAN'S ACQUIREMENTS.

In the Far East, we in Hongkong appear to entertain an equal equanimity with regard to Japanese policy as that which governs thought at home. The fact is not so. In this Crown Colony we have a high estimation of our Japanese ally, and rightly so, but at the same time being, so to speak, within the field of observation our criticisms are not withheld. In her acquirement of extra-territorial countries within the past few years Japan with her overruling millions is

justified. England did the same thing many generations ago and akin to Lord Curzon's motto "What we have we hold." Now our lead, brilliant or otherwise as the other neighbouring countries consider it, is being followed up by the Pacific Island empire, and we are the last people in the world to protest against their assertiveness. Formosa is now under their dominion and Korea floats the flag of the Rising Sun. Even the Americans say that there is imminent conflict as to whether the White and Red Ensign or the Stars and Stripes are going to be the ruling colours in the Philippines. There appears to be no question that Japan is "on the warpath" and intends seriously to make provision for her surplus population. That she may do so peacefully is our earnest hope. Her wishes in this respect are to be admired. That her endeavours will not be hampered by outside interference is to be hoped. In the case of the taking over of Korea, it may be that some harshness has been evinced by the Japanese functionaries, but at the same time the Koreans with their acknowledged ineptitude can lay the consolation to their soul that of two evils they chose the least. Had not they accepted Japanese lordship, it must have been Muscovian that ensued. No doubt there are tyrants amongst the Japanese as there are amongst all peoples and there is little question that at least a modicum of this characteristic has been exercised in the appropriation of Korea, but it is rather hard to believe the text of the following extract from the *Educational Review*:—"An interesting sidelight on the love which the people of Chosen have for their new masters is cast by the reports both from the distressed country itself and from Manchuria of the desire of many Chosenese to become Chinese subjects. From Kirin we learn that about five thousand settlers there, who have for some time carried on a quiet business and agricultural life in this district have applied to the Chinese authorities asking permission to become Chinese subjects, whilst many others who have not hitherto had settled homes on Chinese soil are seeking them now. The Chinese Government appears to be treating those who would not how the knee to Baal with great consideration. The authorities at Kirin have been instructed to do everything in their power to enable the settlers there to continue in their settlements and live peaceful and industrious lives, whilst many other applicants for Chinese nationality have been granted permission by Prince Su, President of the Board of the Interior, to settle in the Ta Hsing district of Shantung province, under the direct control of the Prefect of Peking." In Hongkong we have many Japanese residents who in the main are respectable citizens and peaceable members of our community. It may be that they compete with ourselves in trade but they do so with perfect equality and if they succeed where we fail that is a fault which lies at our own door.

THE MAN FOR THE TROPICS.

We note that two prominent physicians well-known in Hongkong have been taking part in a discussion at a recent meeting of the British Medical Association in London concerning a paper read there by Sir J. Avelock Charles. This paper was entitled "Special Factors Influencing the Suitability of Europeans for Life in the Tropics" and its author Sir J. Avelock declared at the outset that this question concerned everyone connected in any way with the tropics—merchant firms and those employed by them, soldiers and the Government civil servants, insurance companies and even the natives of the countries to which Europeans go. The Tropics and Sub-tropics we find all climates—hot, temperate and cold, according to elevation. Of these, perhaps the temperate is the most interesting to Europeans, where, with advancing tropical hygiene a white man's country may be found. The outlandish features of the Tropics are: that the lower organisms are supported at the expense of the higher; that the scourges of man are traceable to parasitic invasion; that the conditions are unfavourable to the natural cultivation of pathogenic life are specially found. The medical examiner of persons about to proceed to the Tropics must see that the man or woman he is sending out is likely to prove capable of combating the invasions of this parasitic invasion. A native of the Tropics takes life easily, as nature is kind to him in many ways, and lethargy accordingly follows; the European, of more active habit, thinks his own ways are ever the best for others and he is continually pushing his ideas and practices where they are neither understood nor desired. Three special factors peculiar to the Tropics directly bear on the characteristics of the European. First, his long-continued high temperatures; second, his great diurnal variations; third, parasitic diseases. Sir J. Avelock asserted that the best kind of man for the Tropics is "the good ordinary type of Britisher, with a clear head, an even temper, not over-intellectual or introspective; one who finds pleasure in work, who practices temperance in all things, who has good teeth and a good digestion, healthy heart and lungs, and not over-much of the blonde type." The best asset a man in the Tropics can possess is a true woman. The type of woman wanted is the irascible and capricious, who takes no interest in her household, and who has no pursuit to occupy her leisure time. The unsuitable man is the subject of headaches, who inherits any mental taint, who suffers from isomorphism, who has a high degree of myopia, with food us changes, asthma and tuberculosis bar him absolutely. Dr. G. M. Harrison of Hongkong said that there are certain ailments, such as appendicitis, typhoid, cholera, hepatitis, etc., which may be termed accidental factors, which should be distinguished from the more constant, which influence a prolonged stay in the Tropics. These should be guarded against by avoiding the so-called light diet, acceding to the desire for digestion of harmful organisms derived from the cropping-board on which mites are prepared or from re-cooked meat. There induce an intestinal catarrh, leading to many cases of gill sand, with repeated attacks of cholera, and perhaps jaundice. Protection should further be sought by protective inoculations against typhoid, by avoiding "malarial" houses, by gauging his enthusiasm and correcting it, and by carefully examining for malarial disease, etc. Dr. J. F. B. Harrison of Amoy regards it as of primary importance that persons proceeding to the Tropics should be tolerant of quinine. Persons with a history in their families of mental neuroses, those suffering from asthma, gravel, or renal calculi, should be dissuaded from going to the Tropics; persons with a tendency to diabetes are also suitably cautioned.

Dr. James Cantile, F.R.C.S. (who was for many years in our colony) contributed a paper on the "Mentchikov" treatment of tropical disease, in which he condemned the use of soured milk in spruce, putrid, and in colitis. The only cure to which soured milk, or the administration of lactobacilli, as powder in sugar and water, seemed to do good were, he says, in cases of patients returning from the Tropics with a "played-out" digestion, and otherwise run down from the "climate." In cases of this kind benefit resulted if the treatment was kept up for a week and then changed for an alkaline therapy. Dr. Cantile had for many years advocated alternating the food and medicines in cases of intestinal derangements. In the matter of food a purely meat diet and a purely milk diet may be alternated, say three days of meat, then a "fast" day on milk, and again repeating the cycle. There must be no mixing of diet. In the matter of medicine also an acid medicine should be followed by an alkali, and a weak of alkaline medicine, of the group of assistance in practice. Dr. Cantile holds that the effect of the intestine in meat and milk diets becomes quite different, and also that organisms which thrive in an acid medium will not thrive in an alkaline, and vice versa. By alternating these diets and medicines no group of bacterial organisms can continue to dominate the intestinal secretion. Just as change of air appears necessary for the general welfare of the body, so complete change of food and of the intestinal reaction will remove pathogenic organisms from the gastro-intestinal tract.

MASTER AND SERVANT.

(14th October.)
"Hunt not the servant that worketh faithfully, nor the hired man that giveth his life. Let a master be merciful to those who are weary, and find him not of liberty nor leave him needy." These words were written by one Jesus, the son of Sirach, and the curious, or the wise, will find them in a book called *Ecclesiasticus*. The great Christian teachers have also laid down very clearly the civilized ideal of the relation which ought to exist between employer and employed. For instance, "Masters, do to your servants that which is just and equal as your masters do, not serving to the eye, but with a good will, as unto the Lord." The subject therefore to every human creature, whether he be to the King as a vassal, or to his governor, or to his superior, or to his fellow man, is one of duty, and the duty of service, and all owe obedience to somebody. The clerk obeys his chief in the office; the wife her husband; the soldier his officer; the Religious Superior, or Bishop, is "the servant of the servant of God"; the Governor obeys, in the King's name, the Secretary of State for the Colonies; the Sovereign on his throne is the servant of the State. Thus we see that service is in some degree enjoined on all, and that there is in itself nothing to be ashamed of in it. On the contrary, it is a duty, and one that seems to be the complete subordination of the far more desirable, and cordoned far more to man's happiness, than that of the duty to command. This idea is not contrary to the unquestionable fact that all men are essentially equal in origin and dignity. But in quite a high authority, "Human society is composed of unequal elements, just as the members of the human body are unequal; to make them all equal is impossible, and would be the destruction of society itself." We think we remember also some words from an even greater authority; "the body is one and hath many members; and all the members of the body, whereas they are many, are yet one body, as the church is one, and hath many members, and all the members of the body, whereas they are many, are yet one body, as the church is one, and hath many members." We think we remember also some words from an even greater authority; "the body is one and hath many members; and all the members of the body, whereas they are many, are yet one body, as the church is one, and hath many members." We think we remember also some words from an even greater authority; "the body is one and hath many members; and all the members of the body, whereas they are many, are yet one body, as the church is one, and hath many members."

Victoria, the Archbishop of Canterbury or Pope Pius X. or any other authority on good morals. It would appear that the scarcity of Japanese servant-girls is largely caused by the general failure on both sides, employer and employed, to adhere to the old moral ideas of Japan which do not materially differ from the pronouncement of Pius X. We think that too many of us are apt to look on our Chinese servants as simply animals, beasts of burden, without mind to appreciate anything higher than money, or brats to feel love or gratitude towards anybody, or souls to be anything but lost. This is a fundamental error. Chinese "boys" are not usually very intellectual, but many of them read a good deal, and not only trashy stories and fairytales, but quite useful and serious books. Many boys are grateful and even affectionate in character, and we could cite many instances of really touching fidelity to their employers. During the recent trouble in the colony a certain number of boys had kept the same boy for a great number of years, noticed that a huge bell was suspended by a wire arrangement over the head of his bed. Fearfully elicited the fact that the boy had reason to fear that the Bixter movement might express itself in that part, and he had placed the bell there so that in case of sudden attack by night his master might be warned in time. Nothing would induce him to remove that bell until all danger of an epidemic had passed away. We have known a Chinese servant risk his life for his European master. It is idle therefore to brand them as heartless and soulless. The attitude of too many of us, especially ladies, and most especially children, ladies, closely resembles that of the mistress in the old story: "Mistress: 'Have you given Fido his soup?' Servant: 'Yes, Mum.' Mistress: 'And his omelette?' 'Yes, Mum.' And his jelly?' 'Yes, Mum.' Mistress: 'Thee you may have some bread and cheese and go to bed.' This is what we may call the inhuman attitude. A fine instance of it occurred just before the French Revolution, when a lady went to call on a certain Marquis in the course of the morning. She was shown upstairs to her husband's bedroom where to her horror she found the marquise engaged in her toilette, while a huge lacquered was pouring water into a bath. "My dear!" she cried, "do you bathe before a man?" "Oh, yes," she answered, "the bath is the most comfortable place in the world." Now, though our ladies are not as shockingly inhuman as that marquise, too many of them are more or less of her mind, and keep her attitude. For they do, allow the boys to wait in and out of their rooms at times when they would rather do their work. This is a very bad example to set. We think that there are excellent opportunities of getting very good maid servants here in Hongkong which are utterly thrown away. Among the orphan girls and others who are poor, there must be some who have been admirably taught by the Sisters, and would willingly take service as nurse or "mother's help" as well as performing many of the duties of a lady's maid. Of course such girls would have to be treated with a great deal more consideration than the scanty kindness or even civility that some women think are quite good enough for the amah. A short conversation with the Sister Superior of the Italian Convent would be very useful in teaching some ladies their duty with regard to their nurses or other maid servants. There are not a few who grudge a governess an hour in the day for her self, for exercising, etc. A mistress has a duty to a girl in such a position, and we cannot see anything very difficult or out of the way in allowing a girl to have a little rest every day. Even a dog gets that much. At every cry "Oh I can't be bothered with these convalescent girls, a Chinese amah does much better," we emphatically protest that a Chinese amah rarely, very rarely, does anything like as well as a European one. For the ladies who say this are generally those who have most of their maternal duties to the care of the nurse or amah. Among the Chinese the nurse has usually been brought up from childhood in the family, and is a most devoted and reliable servant. The class of amahs we poor Europeans get are infinitely inferior. And it must not be forgotten that true education begins in the nursery, and the value of a good and nicely brought up girl to look after little children cannot be exaggerated. On both sides, we think, there are certain lessons which must be learnt. A nurse must not be too proud to do a small pigskin, or for instance to help her mistress to do her hair, or perform other such services. She should appear intelligent to all the door, like the painter who, when asked what he mixed his paints with, answered "With brain." Sir, she should remember the teaching of the school of Mission where she was brought up or trained, and strictly adhere to it in her new field of activity. She should not take the kindness and consideration of her mistress as a matter of course, or show herself ungrateful for them especially when as will occasionally happen they have cost the mistress much trouble. We hope that if the Government takes the matter up, the registration of Chinese servants will receive the fullest public support. The payment of a small fee for employers ought to do away with the usual objection made by Government to any new scheme, viz., that it costs too much. And those who think we do about the relations between master and servant will agree with us that though we cannot hope to alter economic conditions, we can try to restore old moral ideals as far as possible.

HONOUR FOR HONGKONG MEDICO.

DR. JUSTI RECIPIENT OF PORTUGUESE ORDER.

14th inst.
Dr. Karl Justi of the firm of medical practitioners of Dr. Muller, Justi and Hock, is another local citizen to be honoured by King Manuel II. of Portugal with membership of a Portuguese Order. From a private letter received in Hongkong by a Portuguese gentleman, we learn that Dr. Justi has been created a knight of the Order of "Conceição," the association of H. I. M. The Kaiser having been first obtained for the conferring of the distinction upon the popular German *Diario do Governo*, of Lisbon, No. 27 of 17th September, 1910.
We understand that Dr. Justi's professional services to the section of the Portuguese community who really stand in need of medical advice and who are unable to adequately pay for such skilled assistance, have been greatly appreciated by the people who have been placed under obligations to him. Those services have been brought to the notice of King Manuel by Portuguese gentlemen placed in high positions of authority and who, accordingly, commanded great influence. By virtue of their representations Dr. Justi's benevolent treatment of the indigent members of the Portuguese community has been recognised and will be rewarded with general recognition throughout the colony.
A similar honour was conferred upon a former partner of Dr. Justi, Dr. P. K. King, at Shanghai three years ago.

LEGISLATIVE COUNCIL.

13th inst.
A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thomson, (Colonial Secretary), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. J. B. B. (Captain Superintendent of Police), Hon. Mr. E. A. Hewitt, Hon. Mr. W. W. C. M. G., Hon. Mr. E. Osborn, Hon. Mr. Murray Stewart, and Mr. C. Clement (Clerk of Councils).
MINUTES.
The minutes of the last meeting were read and confirmed.
FINANCIAL MINUTES.
The Colonial Secretary laid on the table Financial Minutes Nos. 83 and 87. It was agreed that they be referred to the Finance Committee.
FINANCE COMMITTEE'S REPORT.
The report of the Finance Committee (No. 14) was approved.
COMPANIES BILL.
The Attorney General, in moving the first reading of a Bill entitled An Ordinance to consolidate and amend the Ordinances relating to Companies, said:—Sir, The main object of the Bill is to establish uniformity in the law relating to Companies in the British Empire in the law relating to Companies. The English Companies Acts dating from 1844 were consolidated by the Companies Consolidation Act 1908 and the object of the recent Company legislation at home is to establish commercial integrity and to protect the investing public from the wiles and greed of unscrupulous Company promoters. Experience in England demonstrated how necessary it was that a public company, as regards its directorate, the authenticity of the prospectus and the responsibility of the directors in regard to the prospectus, the general control of the affairs of a company and in particular the system of audit giving the shareholders the right of access to the auditor's report and rendering auditors duties more stringent, should be safeguarded by express statutory provisions. Sir, Hongkong is a great trading centre and it is proposed, as far as local conditions will permit, to assimilate our law to that prevailing in the United Kingdom. In the opinion of the Government it will give security to trade and secure confidence with the public. The present moment is not inopportune for overhauling the Companies law of the Colony. A great many of the Companies registered here are companies which transact all their business outside the Colony. The Registrar of Companies in his Memorandum says:—"Most of these companies have their head offices either at Shanghai or at Hongkong. They have no office here for the transaction of business, and their directors and officers and all their property are out of reach of the jurisdiction of the Hongkong courts. Under these circumstances, control over them is difficult, and it is found in practice that some of them are very dilatory and negligent in complying with the provisions of the law. In order to strengthen our control over these companies a number of provisions have been introduced into the Bill which do not exist in the Act because the difficulty has never become acute in the United Kingdom. Other provisions have been inserted in order to meet the convenience of these companies. Two memoranda have been laid on the table showing the differences between this Bill and the English Act and between the Bill and the existing law in the Colony. They were prepared by the Registrar of Companies, Mr. Kemp, who has devoted much time and care to the consideration of the entire subject and I commend these memoranda to the consideration of Honourable members. Sir, the question of the amendment and consolidation of the Companies Ordinances has been under the consideration of the Government for some years and the Imperial Consolidation Act afforded in our judgment, a fitting opportunity to submit uniform proposals for the deliberation and we trust the cordial assent of the Council. In order to give to our members an opportunity of digesting the Bill it is not proposed to take its second reading for a month.
The Colonial Secretary re-read.
NEW TERRITORIES.
On the motion of the Attorney General seconded by the Colonial Secretary, the Bill entitled An Ordinance to consolidate and amend the law relating to the administration and regulation of the New Territories, was read a first time.
The Bill consolidates the laws relating to the New Territories. It effects certain amendments of which the following are the principal:—
1. The Local Communities Ordinance is repealed. This Ordinance is useless and was never actually put in force. The districts and sub-districts and local tribunals have never had any real existence. The one useful section of the Ordinance is retained as Section 12 of the Bill.
2. Ordinance 7 of 1866 (Registration of Births, etc.) has been made to apply to the New Territories. This has been done as there seems no reason why births and deaths should not be registered and the law will be enforced very gradually.
3. Obsolete Ordinances are repealed see Schedule I.
4. Section 6. The word "manufacture" has been added. It was the intention of the old Ordinance (Ordinance 8 of 1899 Section 3) that manufacture should be controlled.
5. Section 7. Under the old Ordinance 8 of 1899 Section 4 all rules had to be certified by the Colonial Secretary and duly recorded in the districts. This was impossible to carry out and the district have now been done away with.
6. Sections 9-11. The old powers are retained but given to the District Officer instead of the Registrar General.
7. Section 12. Consequential alteration. The old section mentioned districts and sub-districts; these have been done away with.
8. Section 13. In part new. By an amendment in the old Ordinance the Assistant Land Officer could not legally administer an oath, etc.
9. Section 15. Words added so that a plaintiff can sue if a debt is contracted in the New Territories. Under the old wording if a debt was contracted in the New Territories and the debtor moved to Hongkong before the action was brought it is doubtful if the case could be heard in the New Territories.
10. Section 17. Money changers' licences are to be issued by the District Officer in the Northern District and the Captain Superintendent of Police in the Southern District instead of by the Registrar General. This will be found more convenient in practice.
11. Section 18. Pawnbrokers' licences in the New Territories are to be issued by the District Officer and not by the Captain Superintendent of Police in the Northern District. It is more satisfactory that fees paid in the Territory should be collected there than in Hongkong.
LIQUOR LICENSES.
The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to amend the Liquor License Amendment Ordinance, 1909.

The motion was agreed to.
This Bill effecting necessary amendments in Ordinance No. 46 of 1909 so as to fix definite hours for the sale of liquor upon licensed premises.
PROMISSORY OATHS.
The first reading of a Bill entitled An Ordinance to amend the Promissory Oaths Ordinance, 1866, was passed on the motion of the Attorney-General seconded by the Colonial Secretary.
The Bill substitutes a new Schedule for that contained in the Promissory Oaths Ordinance, 1866, with a view mainly of providing that the oaths required to be taken by Justice of the Peace shall in future be administered by a Police Magistrate.
ADJOURNMENT.
The Council then adjourned till the 20th inst.
FINANCE COMMITTEE.
A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding.
AUDIT DEPARTMENT.
A sum of four thousand five hundred and forty-one dollars (\$4,541) in aid of the Audit Department, for the following items:
Personal emoluments \$440
Incidental expenses 65
Transport 60
Total \$565
It was agreed that the above vote should stand over.
It was agreed that the following vote be recommended for approval by the Council:—
ELECTRIC LAMPS.
A sum of thirty dollars in aid of the vote Judicial and Legal Departments, A—Supreme Court, other charges, electric fans and light. This was all the business.
THE EAST POINT TRAGEDY.
AMERICAN BLUEJACKET COMMITTED TO THE SESSIONS.
14th inst.
Before Mr. E. R. Halliday in the Police Court this afternoon, John William Hayes, a gunner mate on the U.S.S. *New York*, was brought up on remand on charges of alleged wilful murder and causing grievous bodily harm to Mr. J. H. Denney, Jr., from the Crown Solicitor's office, prosecuted and Mr. Leo d'Almeida Castro appeared for the defendant.
Dr. W. A. Moore, Assistant Superintendent of the Government Civil Hospital, was recalled and spoke to identifying the complainant and his wife on the 25th September last. P. O. Robert Watt, the next witness called. He stated that at about 8 p.m. on the 25th September, he was on the roadway near the Police Recreation Club. He heard Police whistles and went along Bowington Road West, turned down Sharpe Street West and into Bowington Road. There was a crowd of people and he saw flames at No. 29. All this time he was with Sergeant Ogg. They went towards No. 29 and saw things being thrown from the verandah on to the roadway. They saw a fire near by, which they extinguished. They then went round to Sharpe Street West. He saw a piece of red flagstone fall out a few yards of him. He looked up and saw the defendant standing on the first floor of the verandah of No. 2, Sharpe Street. He also saw a small, wooden bucket come down. He saw nothing else. He picked them up a few minutes afterwards. Sergeant Ogg called out to him to come and stand on one side of the doorway, while he stood at the other. He heard a dead sound, as of something falling, at the back of the building. At the same time he heard a shout "He's out at the back!" He then arrested the defendant as he was coming down the stairs with the help of Sergeant Ogg. Cross-examined, witness states that he could not remember every little detail from the time he heard the Police whistles till defendant's arrest. He was with Sergeant Ogg all the time. When they met Sergeant Grant, the latter was carrying a gun. He did not notice what kind of a gun it was. Neither spoke to each other. Sergeant Ogg went up the staircase immediately after him. The defendant appeared to him to be sane. He could not say whether the man was sane or not. He certainly acted in a mad manner and was recklessly throwing things about. He did not hear Sergeant Grant say that defendant was mad. He did not try to find out whether the defendant smelt of drink when arrested.
His Witness—Did you see any ketosine lamp?
Witness—No.
A Chinese cook at No. 1 and 2, Sharpe Street stated that he was employed in a house at Bowington. The place was called Sharpe Street, but he did not know whether that was so (Laughter). He was in the kitchen working on the 25th September and while there heard cries of "Fire!" At about 8 p.m. he found pieces of broken glass on the stairs. He saw the glass off the house.
Mr. Denney—Was it dark or light when you found the glass?
Witness—It is now (Laughter).
The complainant's wife also gave evidence. In the course of her testimony, witness said that when she missed her child, she asked "Where's my baby?" to which the amah replied "The master has taken it away."
Inspector William Kerr testified to finding the defendant at the Police Station about ten minutes after the affair, on the 25th September last. That was the first time he saw the defendant. On the following day, he charged the defendant with wilful murder, and causing grievous bodily harm.
Mr. Almeida—Do you remember telling me that the man must have been mad to do such a thing?
Mr. Denney—A conversation cannot be put in as evidence.
Mr. Almeida—I was going to put another question to the witness.
Witness—I remember saying that the man must be either mad or a brute. I merely expressed an opinion.
After further evidence, Mr. Denney stated that he would withdraw the third charge, i.e., causing actual bodily harm to a Chinese amah. This was the case for the prosecution.
Defendant's wife asked whether he wished to make a statement in his defence and was committed to the Sessions.

TROOPSHIP "BOHILLA."

ARRIVAL THIS MORNING.

14th inst.
The troopship *Bohilla* arrived from Southampton this morning and moved to the new war anchorage. She brought with her a number of recruits for the present Garrison. Details are as follows:—27 officers, 44 ladies, 3 children and 4 nurses; 69 men (troops); 15 women; and 80 children. The Officer Commanding the Troop on board was Major R. B. Dykes, R.A.M.C. Of the above, 100 men, 10 ladies, 10 boys, and 10 children are arriving to-day and 10 men, 10 ladies, 10 boys, and 10 children to-morrow. The *Bohilla* had her weather throughout the voyage from Southampton.

THE DEATH OF THE "REAL SENADO."

ITS LOFTY TITLE

THE UNIQUE HOKOUA

GOVERNOR,
in reply to order from Lieut.

ACT OF USURPATION

LAIN AND OBVIOUS DUT

GRATITUDE AND M. DNE

ACT OF EFOLIATION.

• *Chlorophyll a* (Chl a) is the primary photosynthetic pigment in all photosynthetic organisms. It is a green pigment that absorbs light energy in the blue and red regions of the visible spectrum. Chl a is found in the thylakoid membranes of chloroplasts in plants and algae, and in the plasma membrane of cyanobacteria.

CHALLENGE AND DEFF

NO EARTHLY HANDS

HIS POOR

THE TRIAL

of the authorities for the

advertisers rat-trap, represent

2014-10-10 10:10:10

OIL WAR IN JAPAN

14-00000

THE TOYO KISEN KAISHA.

WESTERN PACIFIC RAILWAY.

section arrangement with the Western Pacific Railroad Co. is to be put into practice.

THE T. M. K.'S FUTURE POLICY,

SECRET

THE

ut we have good reason, as we have already

perhaps the seeming bear factor which troubled the Rubbershare investor most during the past month or two has been the tre-

known increased demand. Yet rubber
lings per lb cheaper than it was in 1

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

BULLION.

Settlement Reserve

Bombay has been very quiet owing to the Glodon holidays. On the other hand, Calcutta

A shipment of £35,000 has been made from San Francisco to Hongkong.

The Continental buying mentioned in our last circular has continued whilst the firmness

The difference between spot and forward has varied between 1/16th and 1/8th, and the

Gold has been in keen demand for the Continent, and the whole of this week's arrival was

ANOTHER PLAGUE OF

slightly better tone in our Homeward Flight market since fast writing and cargo is coming

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

13th October, 1 p.m.
The following quotations for rubber shares
by wire, are supplied by Messrs. E. S. Kadoorie
& Co. —

Allagari	5/3
Anglo-Javas	7 1/2
Anglo-Malays	24/0
Batigongas	5 1/2
Beldan	100/-
Bekhi, Kungs (pp.)	45/-
Caray United	20/- prem.
Castoldale	120/-
Changkat Serdangs	5/-
Cheras (part paid)	88 prem.
Do. (fully paid)	8/-
Damansara	151/8
Eastern Internationals	1 1/2 prem.
Glenagals	51/7
Highlands and Lowlands	107/6
Inderagiris	47/-
Kamallings	5 1/2 prem.
Kuala Lumpur	160/-
Lansdowns (fully paid)	—
Lansdowns (ppd.)	—
Leadburs	75/-
Linggis	45/6
London Aristes	2 1/2
London Ventures	6/-
Merlimas	6/-
Pajamas	512
Pegohs	31
Rubber Trusts	20/- prem.
Sagras	370/-
Sandycrofts	31
Sapongs	24/-
Seaford	25 1/2
Seng Guan	70/-
Singapore & Johores	514/2
Sumatra Paras	10/-
Sungei Chohs	07/6
Sungei Kapars	14/9
Tangkahs	32/6
Tongarong	4/- prem.
United Serdangs	02/6
United Singapore	11/50
United Sumatras	8/8
United Langkats	80/-
Duffs	14/9
Trenches	34/-
Para Rubber	6/- per lb

SEPTEMBER RUBBER RETURNS

INCH KENNETH:—	12,696 lbs.
SHELFORD:—	1,709 lbs.
PEARLANDS AND L. WLANDS:—	43,173 lbs.
ANGLO UNITED:—	12,250 lbs.
CANGLO MALAYA:—	50,651 lbs.
PATALING:—	77,654 lbs.
LONDON ASIATIC:—	18,978 lbs.
GOLDEN HOPE:—	9,180 lbs.
SILADA:—	8,293 lbs.
RIDU:—	6,670 lbs.
EIKAM:—	3,45 lbs.
SUNGKAI CHUMOR:—	1,689 lbs.
SEKAPAT:—	579 lbs.
RUBBER ESTATES KRIAN:—	3,390 lbs.
KALALUMPONG:—	10,800 lbs.
KURAU:—	5,141 lbs.
BUKIT TIMAH:—	1,412 lbs.
total for 5 months, 3,861 lbs.	
LARU:—	1,648 lbs.
against 9,015 lbs. Total nine months 142,058 lbs.	
against 5,487.	
KAMUNING:—	5,910 lbs.
against 4,500 lbs.	
Total three months 25,755 lbs.	
LINGOI:—	78,000 lbs.
against 48,000 lbs.	
Total nine months 587,500 lbs.	
against 374,000 lbs.	
BUKIT KAJANG:—	5,593 lbs.
Total nine months 36,704 lbs.	
TRAFALGAR LTD:—	294 lbs.
Coconuts 23,700 dols.	
SINGAPORE PARA RUBBER ESTATES LTD:—	
5,375 lbs.	

INCH KENNETH :—12,896 lbs; Against 8,407
 lbs.
 RATUNUI :— 3,050 lbs.
 GLENHELY :— 2,135 lbs.
 SENGUAT :— 6,445 lbs.
 VALLABEROSA :— 33,700 lbs.
 MALACCA :— 33,000 lbs.
 KEMPEY :— 4,099 lbs.
 HARPENDEY :— 17,000 lbs.
 KLANGAN PRODUCE :— 10,300 lbs.
 GLENSHIEL :— 4,784 lbs.
 UNITED SUMATRA :—4,850 lbs. Total nine
 months 31,467 lbs. COFFEE :—81 pkts. Total
 nine months 2,444 pkts.
 PEBOH :— 5,204 lbs.
 TAMALAK :— 1,327 lbs.
 TEBONG :—21,880 lbs. Total nine months
 165,340; against 99,080 lbs.
 CALDONIA :— 36,000 lbs.
 TAMIL AVAR :— 1,546 lbs.
 GEDONG :— 22,000 lbs.
 NOVA SCOTIA :— 17,500 lbs.
 RUHANA :— 20,000 lbs.
 BATAK RABIT :— 13,000 lbs.
 HAI KEE :— 770 lbs.
 BUKIT LINTAW :—4,700 lbs; against 1,171
 Total three months 12,500 lbs; against 3,505 lbs.
 BALGOWNIE :— 7,653 lbs.
 ALMA :— 1,100 lbs.
 PENOKALAN DURIAN :— 1,166 lbs.
 MERTONI :— 2,178 lbs.
 CHEWO :— 950 lbs.
 LANADROMI :—31,707 lbs; against 17,300 lbs.
 Total nine months 281,337 lbs; against
 152,238 lbs.
 SINGAPORE AND JOHORE :—12,644 lbs
 against 4,474 lbs. Total for nine months 85,990
 lbs; against 55,321 lbs.
 SENGAWANGI :—8,336 lbs; against 1,825 lbs.
 Total for eight months 46,908 lbs; against
 9,501 lbs.
 LEDBURY :—10,613 lbs; against 6,745 lbs.
 Total for nine months 87,513 lbs; against
 43,948 lbs.
 SENGAWANGI :—665 lbs; August 669 lbs.
 BAWANG :—4,433 lbs; against 900 lbs. Total
 five months 13,507 lbs; against 3,781 lbs.
 OBERKUNOW :— 2,138 lbs.
 DEMNISTOWN :— 2,08 lbs.
 GLENSHIEL :—4,784 lbs. Total 9 months
 20,035 lbs; against 2,266 lbs.
 OBERAS :— 86 lbs.
 FED SELANGOR :— 17,050 lbs.
 BATU TIGA :— 9,000 lbs.
 F.M.S :— 34,745 lbs.
 KUALA LUMPUR :— 49,216 lbs.
 TAMJONG MALIM :— 900 lbs.
 DAMANRAH :—95,390 lbs. (Three months)
 SUNDARI KILAN :—1,015 lbs. February
 against 103 lbs.
 ALOR PORONG :— 2,628 lbs.
 BRICH :— 1,673 lbs.
 AYER KUNING :— 1,673 lbs.
 AYER PAKAS :—1,580 lbs. Total to date
 4,330 lbs.
 KOTA TINGGI :— 870 lbs.

Hongkong, 14th October.
The movement in the Rubber Share Market during the week has been somewhat erratic in sympathy with an advance in the price of the raw product from 95, 00 to 78. Early in the week, all leading shares soured up only to drop again when the price for Fines Hard B became lower subsequently. Over the balance of the week, however, prices, speaking generally, show a slight improvement.

The closing quotation for Rubber is 64.3d, per lb.

Anglo-Malays improved to 2 1/2/- during the early part of the week but at the close are easier at 2 1/4/-.

Allagars were 1-ken off the market at 5/6 and 5/2, closing with sellers at the latter price.

Eastern Internationals after sales at 12/6 improved to 1/6/- during the middle of the week, but at the close have receded a 1/- and can probably be had at 13/6.

Laggies are on offer at the slightly reduced rate of 45/-.

London Ventures were reported sold at 10/- and more are on offer.

Meilims have changed hands at 6 1/2/- and 7/-.

Leobays have risen to 75/- at which price they close strong.

London Asiatiks have strengthened to 15/- at which price they are on offer.

Taogkabs continue quiet at 31/6.

United Serdangs have again experienced some slight fluctuations, having risen during the latter part of the week from 105/6, but at the close have receded and buyers only offer 100/-.

United Sumatras are on offer at 8/6.

Sumatra Paras after sales at 12/- are on offer at 11/-.

Beritams, after sales at 6/- and 7/- are offering at the reduced rate of 5/6.

Castlefields have risen to 110/-.

Highlands and Lowlands can probably be placed at 105/-.

Kuala Lumpurs have strengthened to 5/0/-.

Kempulangs have small inquiries at 5 1/2 p.m.

Natu Tigas have advanced to 100/- at which price they are on offer.

Palongwangs have buyers at 5/0.

Langkat Serdangs after, improving to 5/- are weaker and on offer.

Ayer Pinas advanced to 38/- during the early part of the week, but at the close have sellers at 37/-.

Pajams remain fairly steady after sales at 80/-.

Glencals strengthened to \$4.75 at the opening of the week, and buyers offered \$4.5 1/2, but at the close are easier with sellers at \$4.65.

Indragiris are nominally quoted at \$17.

Pegans have risen to \$3/- after sales at \$17.

S-advancis have improved to \$3/-.

Singapore and Johores are slightly higher and can probably be placed at \$4.

United Singaporeans have changed hands during the early part of the week at \$1.10, but have since improved to \$1.

Pastais are quiet at \$1.

Alor Gajis have buyers at 5 1/2.

New Serendabai can probably be sold at \$3 1/2.

Tronoh (1 1/2 mices) have kept fairly steady at 47 1/2. Bell Tronopris rose to 83/- closing easy at 80/-.

Exchange.—The Bank's closing T.T. quotations are as follows:

On London	... 117 1/2
On Shanghai	... 73 1/2
On Singapore	... 72 1/2

ELLIS & ELLIS

Hongkong, 14th October.

Since our last report of the 1st inst. per *Mr. Debi* our yarn market has continued very strong, and during the first interval business had been done of a very good lot of 7,000 bales with a further increase of \$1 to \$2 1/2 all counts.

During the latter part of the fortnight the holders having received intimation of a scarcity of cotton in Bombay for the immediate completion of mills there, and the rates for spot yarn, especially in 20s having considerably increased, they remain very firm and demand such high rates, which the Chinese buyers do not dare to pay as they find exchange at a very favourable for the seller, and a sudden financial crisis has come out by the suppression of business by several big Chinese bankers at Shanghai which has a very depressing effect in our money market.

Although there is less inquiry, at present we close with a firm market.

Total Sales 7,515 bales, 500 bales.

Net 15 Stocks 2,400 bales.

Sold but not delivered in the Godown and to arrive 39,000 bales.

No. 6.—With a little increase in the price, a good lot has changed hands in a count.

No. 8.—No business has passed for this yarn.

No. 10.—Keep inquiry has continued and a larger business has been done than in any other count.

No. 11.—A moderate demand has come out with a rise of \$1 to \$2.

No. 16.—Has found buyers in only a few well known counts at a slight advance.

No. 20.—Our first inquiry from exporters good demand has sprung up and business has been done with an increase of \$1 to \$2 specially in best favourite chops.

Arrivals.—The Mail *Str. Divina* and extra *str. Bombay* and *India* from Bombay and *str. Kutani* from Calcutta have brought in 8,400 bales for Hongkong, and 500 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports &c, amount to about 2,500 bales.

Local Mill.—Sales: 35 bales of No. 8 and 160 and 200 bales of No. 10 at \$17 to \$19.

Japanese Yarn.—Has been altogether neglected owing to very high rates in 20s asked by the holders.

Shanghai.—Has continued active and good business has passed with an increase of 15s. to 12s. 2.

Raw Cotton.—Bengal no sales are effected during the interval. Quotations are \$32 to \$33.

Balance 470 bales.

Chioeso.—A lot of 150 bales was sold at \$36 to \$37 1/2; balance 180 bales. Quotations \$32 to \$38.

Ruppes T/T 15 1/2. Ruppes D/D 15 1/2. Sterling D/D 1/10 1/10. Sterling 4/10 1/10 1/10. Shanghai D/T 7 1/2. Japan 9/1. Bar. Silver

POLISHWALLA & KOTWALL,
Cotton & Yarn Brokers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 100/11
Do. demand 100/11
Do. 4 months' sight 100/11
France—Bank T.T. 100/11
America—Bank T.T. 100/11
Germany—Bank T.T. 100/11
India T.T. 100/11
Do. demand 100/11
Shanghai—Bank T.T. 100/11
Singapore—Bank T.T. per H.K. 100/11
Japan—Bank T.T. 100/11

	Buying.	
6 months' sight L/O	.....	8 7/8
9 months' sight L/O	.....	8 7/8
30 days' sight San Fco & New York	.....	A
1 month's sight do.	.....	A
30 days' sight Sydney & Melbourne	.....	A
4 months' sight France	.....	8 1/2
6 months' sight "	.....	8 1/2
9 months' sight Germany	.....	8 1/2
Bar Silver	.....	\$5 11
Cash of England coin	.....	8 1/2
Royalties	.....	8 1/2

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$2,029,350	\$2 for first half year ending 30.6.10 @ ex 7/8 = \$2.45	5 % \$320 \$286
National Bank of China, Limited.....	99,925	- 7	60	{ \$4,000 \$1,000 }	\$30,552	\$2 (London 3/6) for 1903 .....	... 180 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$14,583 \$102,790 \$118,000 }	none	\$10 for 1908	5 1/2 % \$190
North China Insurance Company,	10,000	- 15	65	{ Tls. 224,000 Tls. 368,644 Tls. 137,308 }	Tls. 205,719	Interim div. of 7/6 for 1909	5 % Tls. 122 1/2 sellers
Canton Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	X \$378
Yankee Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,767	\$12 for year ending 31.12.08 and Interim of \$3 on account of 1909	7 % \$195 sales
FIRE INSURANCE.							
China Fire Insurance Company,	10,000	\$100	\$80	{ \$1,000,000 \$100,000 \$100,000 }	\$438,406	\$6 and bonus \$2 for 1908	7 % \$244 buyers
Hongkong Fire Insurance Company, Limited..	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 }	\$426,218	\$27 for 1908	8 % \$335
SHIPPING.							
China and Manila Steamship Company, Limited..	30,000	\$25	\$25	{ \$7,748 \$250,000 \$100,000 }	Dr. \$4,777	\$4 1/2 for 1908 .....	... \$20 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	Nil	\$4 for year ending 30.6.1908 .....	... \$22 sellers
Hongkong, Canton & Swatow Steamboat Co., Ltd ..	80,000	\$15	\$15	{ \$67,100 \$78,765 \$15,491 }	\$20,766	Dividend of \$1 1/2 for 30.6.10	8 % \$12 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	45 45	45	{ \$18,100 \$18,100 }	£ 527.8.2	£ 1/6 for 1907 on Preference shares only @ ex 1/6 11/16 = 3% 15d. making	... 588 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ \$200,000 \$200,000 }	\$192,994	Final div. of 2/6 per sh. (comp. 7d.) making in all 2/6 per sh. for 1907 & 2nd int. div. of 1s. per sh. on acc. for 1908	5 1/2 % 85 1/2 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	{ \$71,250 \$62,682 }	\$1,159	A dividend of 2 1/2 % for yr. ending 30.4. 1910	8 % \$23 \$10
REFINERIES.							
Obion Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$20,000 }	Dr. \$8,090	\$5 for half year ending 30.6. 1910	6 % \$465 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ ... }	Dr. \$125,891	\$3 for 1907 .....	... \$15
MINING.							
Chinese Engineering and Mining Company, Ltd.....	1,000,000	6 1/2	6 1/2	{ £25,000 £12,389 nil }	£ 4.455	Interim of 1/6 for 1907 (company No. 14)	9 % Tls. 15 sellers
Headwaters Mining Company	60,000	Pd. 10	Pd. 10	{ ... }	none	First year .....	... Pd. 10
Ramb Australian Gold Mining Company, Limited {	150,000	4 1/2	18/10	{ 64 \$10,000 }	none	\$2 per share with dividend	5 % \$7 sellers
Oriental Consolidated Mining Co., Ltd	50,000 50,000	G \$10 G \$10	G \$10 G \$10	{ none \$10,000 }	none	Final of Gold \$0.65 for 1909 to all G \$1.15...	... 30 1/2
Docks, Wharves & Godowns, Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 ... }	Dr. \$8,460	\$7 1/2 for 1907 and 1908 .....	... 39 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd..	60,000	\$250	\$50	{ \$50,000 \$11,091 \$20,000 }	\$264,847	\$2 1/2 for 1909	4 1/2 % \$14 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$21,000 \$21,000 }	\$12,745	\$3 1/2 for half year ended 30.6. 1909 .....	... \$4, 1/2 sellers
Shanghai Dock and Engineering Co., Ltd	Tls. 55,700	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 }	Tls. 6,426	Final of 7 1/2 % making Tls. 6 in all for year 30.4. 1910 .....	... Tls. 7 1/2 seller
Singapore and Singapore Wharf Company, Limited..	16,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 }	Tls. 9,222	Interim of Tls. 2 for 1910	7 % Tls. 10 1/2 seller
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$4,000 }	Tls. 4,214	Tls. 6 for year ending 29.2.10	5 1/2 % Tls. 97 sales
Central Stores, Limited	10,125	\$15	\$15	{ \$15,000 \$4,000 }	\$4,041	8 1/2 for 1907	8 1/2 % \$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$44,775 \$10,000 }	\$1,277	\$3 on old shares \$1.50 on new shares for 1/2 half year ending 30.6.10	5 1/2 % 190 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$100,000 \$100,000 }	\$27.9	Interim of \$3 1/2 for 1910	7 % \$374
Hampshire-Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$120,000 \$25,000 }	\$1,471	45 cents for 1909	6 % \$100 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$10,000 }	\$269	\$2 for 1909	8 % \$23 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,045 Tls. 100,000 none }	Tls. 63,009	Interim of Tls. 2 for 1910	6 1/2 % Tls. 12 1/2 sales
West Point Building Company, Limited	11,500	\$50	\$50	{ ... }	\$1,058	Interim of \$1.80 for 1910	8 1/2 % \$29 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd..	20,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 40,000 }	Tls. 20,000	Tls. 2 1/2 for year ending 31.10.09	8 1/2 % Tls. 102 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$4,051	50 cents for year ending 31.7.08 .....	... \$2 1/2 buyers
International Cotton Manufacturing Company, Ltd..	10,000	Tls. 75	Tls. 75	{ Tls. 1,250,000 ... }	Tls. 2,500	Tls. 7 1/2 for year ending 30.6.09	10 % Tls. 50 sales
Loan-Kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ ... }	Tls. 4,822	Tls. 6 for 1909	10 1/2 % Tls. 50 sales
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	{ ... }	Tls. 21,172	Tls. 25 for 1909	17 % Tls. 220 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	13/6	13/6	{ \$1,000 \$10,000 }	\$268	11 1/2 % per share for 1909 .....	... 18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000 }	Nil	60 cents for 1909	6 1/2 % \$9 sellers
China Light and Power Company, Limited	50,000	\$1	\$1	{ \$1,000 \$1,000 }	\$50,242	60 cents for year ended 28.2.06 .....	... \$1.30 sellers
Do. Do. Special shares	50,000	\$1	\$1	{ \$1,000 \$1,000 }	\$1,608	80 cents for 1909	10 % \$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$1,608	\$1.20 for year ending 31.7.07	6 1/2 % \$178 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000 }	\$1,520	Interim of 15 cents per share for 1910	10 % \$4.65 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$1,000 }	\$670	24 per cent. viz. \$1.40 for 1909	12 % \$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ none \$1,000 }	\$11,798	A dividend of \$1.20 per share and a bonus of 100 cents per sh. for year end. 28.2.10	6 % \$11 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 \$10,000 }	\$7,476	Interim of \$1 per share for 1910	6 % \$135
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000 }	\$7,476	Final of \$1 making in all \$2 for 1909	9 % \$20 sellers
Hongkong Manufacturing Company, Ltd	60,000	\$10	\$10	{ Tls. 547,500 Tls. 61,924 }	Tls. 110,682	Interim dividend of Tls. 12 1/2 15th March	5 % Tls. 1,050
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 61,924 \$10,000 }	\$1,014	\$10 cents on fully paid shares and 5 cents on 1/2 paid shares for year ending 31.12.10	10 1/2 % \$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 21,250 T. 100,000 }	\$1,640	None .....	... \$18 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ ... }	... \$1,640	None .....	... \$18 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ ... }	... \$1,640	None .....	... \$18 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ ... }	Tls. 1,150	No dividend this year .....	... Tls. 12 1/2 sales
Societe des Pulpes et Papeteries du Tonkin.....	15,000 15,000 15,000	50 50 50	25 25 25	{ none none none }	none none none	First year .....	... \$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none none }	Dr. \$1,000	None .....	... \$24 sales
Steam Laundry Company, Limited	10,000	\$25	\$25	{ none none }	\$27.50	10 % for year ending 31st May 1910	8 % \$11 sellers
Union Waterboat Company, Limited	10,000	\$10	\$10	{ \$1,000 \$1,000 }	none	60 cents for year ending 31.12.05	8 % \$8 sellers
United Asbestos Oriental Agency, Limited	125,000	\$10	\$5	{ \$1,000 \$1,000 }	\$142	15 % per ordinary sh. for year ended 31.5.10	6 % \$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 }	\$1,041	25 cents for 1909	5 % \$11 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$2,613	2 1/2 % for 1909 .....	... \$11 buyers
William Powell, Limited	15,000	\$7	\$7	{ none none }	\$72	None .....	... \$2 buyers